

INDICES OF TONS TRANSPORTED IN INTERCITY SERVICE
YEARS 1938 - 1950
1941 100%

Legend:

- (1) Class I Railroad Originated LCL Tonnage*
(2) Class I Motor Carrier Tonnage**
Class I Motor Carrier Tonnage, 1950***

* Rail Statistics secured from Report
by Bureau of Transport Economics
and Statistics of Class I Railroads
** Truck Statistics as reported in
American Trucking Associations
"Trends", 1950 Issue, Page 7.

*** Research Department, A.T.A.

230%

220%

210%

200%

190%

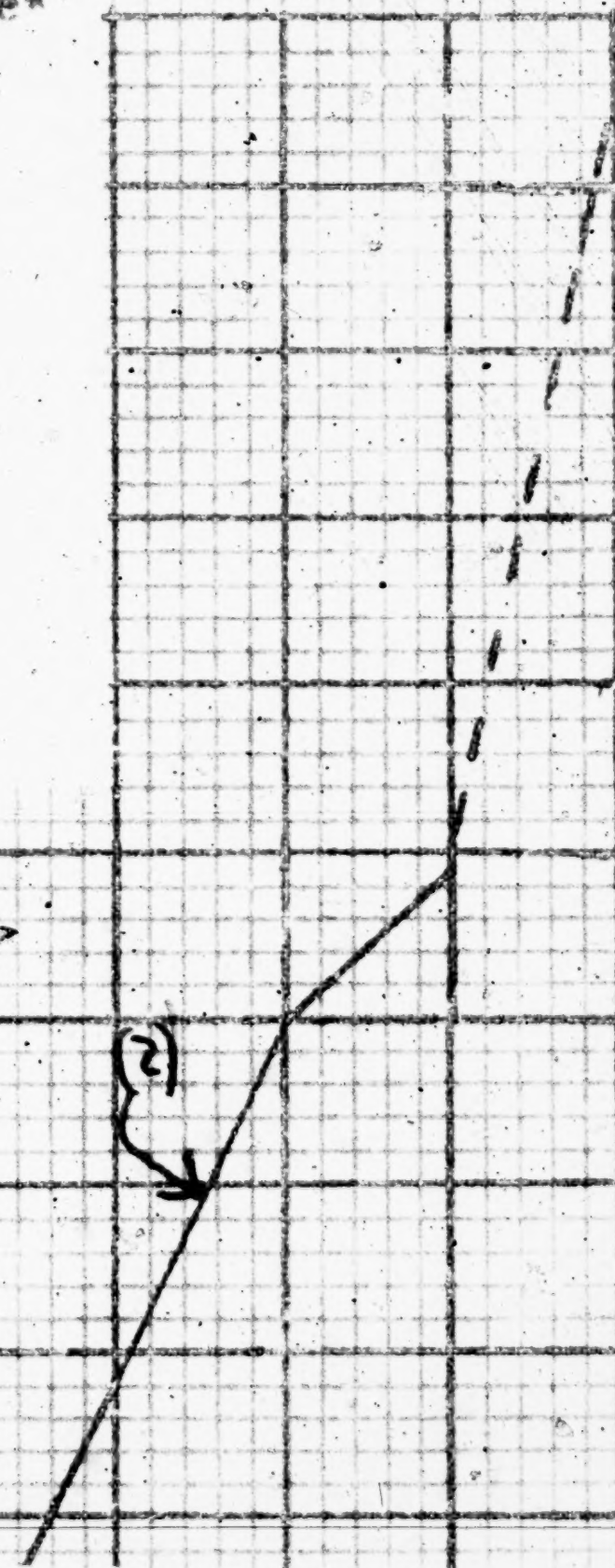
180%

170%

160%

150%

140%



1910

[fol. 2538]

EXHIBIT No. 24

AFFIDAVIT OF FRED J. MILLETT

State of Iowa)

County of Polk)ss.

I, Fred J. Millett, being first duly sworn do state: I reside in Des Moines, Iowa; I am now employed by Rock Island Motor Transit Company as Assistant to the General Freight Agent; I have been so employed since April 1, 1938, and prior thereto was employed by White Line Motor Freight Company, the operating authority and equipment of which were acquired by Rock Island Motor Transit Company; my employment with both the companies above named has been in connection with rate and traffic matters.

In the year 1946 I made an examination of the freight bills of Rock Island Motor Transit Company, covering all shipments handled during the years 1944 and 1945, for the purpose of determining the number of instances, in which during those years, there had been delivered to Rock Island Motor Transit Company shipments by connecting motor carriers, which motor carriers according to their published tariffs had authority to serve the points to which such shipments were destined.

During 1944 Rock Island Motor Transit Company received interstate shipments from connecting carriers, which according to their published tariffs had regular route authority to serve the destination points of the shipments between Davenport and Council Bluffs, Iowa, a total of 3,077 shipments. These shipments were received at the junction points with connecting carriers in the number set out below with the destinations shown herein. These shipments originated in all parts of the United States.

[fol. 2539]

Point Received	Carrier	No. of Shipments	Destination
Davenport, Iowa	H & W Motor Exp. Company	12	Durant and West Liberty
" "	Keeshin Motor Express Co.	113	Iowa City, Marengo & West Liberty, Iowa
" "	Merchants Motor Frt., Inc.	123	Durant, Grinnell, Marengo, Walcott, West Liberty & Wilton Jct., Iowa
" "	Watson Bros. Transportation Co.	10	Atalissa, West Liberty & Wilton Jct., Iowa
" "	Western Trans. Co.	8	Wilton Jct., Iowa
Iowa City, Iowa	Iowa-Nebraska Trans. Company	25	Wilton Jct., So. Amana & West Liberty, Iowa
" "	Merchants Motor Frt., Inc.	2	West Liberty, Iowa
Cedar Rapids, Iowa	H & W Motor Express	769	Brooklyn, Colfax, Durant, Grinnell, Iowa City, Marengo, Newton & West Liberty, Iowa
" "	McCoy Truck Lines	10	Grinnell, Iowa
" "	Merchants Motor Frt., Inc.	143	Brooklyn, Ladora, Marengo, Oxford, Victor & West Liberty, Iowa
" "	Nat'l Freight Lines	5	Brooklyn, Marengo & West Liberty, Iowa
" "	Western Trans. Co.	6	Iowa City, Marengo & West Liberty, Iowa
Omaha, Nebraska	Bos Truck Lines	27	Anita, Atlantic, Casey & Lewis, Iowa
" "	Des Moines Trans. Co.	2	Atlantic, Iowa
" "	Illinois-Colorado Exp.	2	Des Moines, Iowa
" "	Merchants Motor Frt.	2	Lewis & Oakland, Iowa
" "	Ringsby Truck Line, Inc.	8	Atlantic, Iowa City & Newton, Iowa
" "	Watson Bros. Trans. Co.	54	Adair, Anita, Casey, Oakland, Stuart & Wiota, Iowa

[fol. 2540]

Des Moines, Iowa	Bos Truck Lines, Inc.	101	Adair, Anita, Atlantic, Casey, Council Bluffs, Lewis, Newton & Stuart, Iowa
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1912

Point Received	Carrier	No. of Shipments	Destination
Des Moines, Iowa	Des Moines Trans. Co.	29	Atlantic & Grinnell, Iowa
" " "	H. & W Motor Express Co.	7	Brooklyn, Durant, Grinnell, & West Liberty, Iowa
" " "	Iowa-Nebraska Trans. Co.	7	Colfax & Grinnell, Iowa
" " "	Keeshin Motor Express Co.	4	Kellogg, Marengo & Mitchellville, Iowa
" " "	Knaus Truck Lines, Inc.	28	Brooklyn, Grinnell, Iowa City, Marengo, Newton, Victor & West Liberty, Iowa
" " "	McCoy Truck Lines, Inc.	55	Atlantic, Colfax, Council Bluffs, Grinnell, Newton, Iowa & Omaha, Nebr.
" " "	Merchants Motor Frt.,	1216	Atlantic, Adair, Altoona, Anita, Brooklyn, Casey, Colfax, Grinnell, Kellogg, Marengo, Mitchellville & Victor, Iowa
" " "	Watson Bros. Trans. Co.	285	Adair, Altoona, Anita, Atalissa, Brooklyn, Casey, Colfax, Durant, Grinnell, Homestead, Kellogg, Lewis, Marengo, Oakland, Stuart, So. Amana, Victor & Walcott, Iowa
" " "	Western Trans. Co.	24	Adair, Anita, Casey, Colfax, Kellogg, Oakland & West Liberty, Iowa

During 1945, Rock Island Motor Transit Company received interstate shipments from connecting carriers, which according to their published tariffs had regular route authority to serve the destination points of the shipments between Davenport and Council Bluffs, Iowa, a total of 2,366 shipments. These shipments originated in all parts of the United States, were received by Rock Island Motor Transit Com-[fol. 2541] pany at the junction points, in the numbers set out below, with the destinations shown.

Point Received	Carrier	No. of Shipments	Destination
Davenport, Iowa	Keeshin Motor Exp. Co., Inc.	10	Durant, Iowa City, Walcott, West Liberty, & Wilton Jct., Iowa
" "	H & W Motor Exp. Co.	13	Durant, West Liberty & Wilton Jct., Iowa
" "	Merchants Motor Frt., Inc.	77	Durant, Grinnell, Walcott, West Liberty & Wilton Jct., Iowa
" "	Watson Bros. Trans.	17	Oxford, Walcott, So. Amana & Wilton Jct., Iowa
Iowa City, Iowa	Iowa-Nebraska Trans. Co.	8	So. Amana, Iowa
Cedar Rapids, Ia.	Western Trans. Co.	4	Marengo, Iowa.
" " "	Nat'l Freight Lines (Keeshin Motor Express Co. subsidiary)	4	Brooklyn & Marengo, Iowa
" " "	Merchants Motor Frt., Inc.	89	Brooklyn, Ladora, Marengo, Oxford, Tiffin, Victor & West Liberty, Iowa
" " "	McCoy Truck Lines, Inc.	10	Atlantic, Grinnell, Iowa City & Newton, Iowa
" " "	H & W Motor Express Co.	699	Brooklyn, Colfax, Durant, Grinnell, Iowa City, Kellogg, Marengo, Newton, Oxford, Walcott, West Liberty, & Wilton Jct., Iowa
Omaha, Nebraska	Bos Truck Lines	16	Atlantic, Lewis & Oakland, Iowa
" "	Des Moines Trans. Co.	1	Atlantic, Iowa
" "	Merchants Motor Frt., Inc.	17	Adair, Atlantic, Lewis & Oakland, Iowa
" "	Watson Bros. Trans. Co.	38	Adair, Anita, Casey, Dexter, Menlo, Stuart, Walcott & Wiotā, Iowa
Des Moines, Iowa	Bos Truck Lines, Inc.	102	Adair, Anita, Atlantic, Brooklyn, Casey, Colfax, & Kellogg, Iowa
[fol. 2542]			
Des Moines, Iowa	Brady Transfer & Storage Company	23	Atlantic, Grinnell, Iowa City, Marengo, Newton, & Stuart, Iowa, & Rock Island, Illinois

1914

Point Received	Carrier	No. of Shipments	Destination
Des Moines, Iowa	Des Moines Trans. Co.	75	Atlantic, Grinnell & Wilton Jct., Iowa
" " "	Iowa-Nebr. Trans. Co.	19	Casey & Grinnell, Iowa
" " "	Keeshin Motor Exp. Co.	6	Kellogg, Iowa
" " "	McCoy Truck Lines, Inc.	73	Adair, Anita, Atlantic, Casey, Council Bluffs, Colfax, Dexter, Grinnell, Iowa City, Kellogg, Lewis, Mitchellville, Newton, Oakland, Stuart & Victor, Iowa
" " "	Merchants Motor Frt., Inc.	845	Adair, Altoona, Anita, Atlantic, Brooklyn, Casey, Colfax, Grinnell, Kellogg, Malcom, Marengo, Mitchellville, Stuart, & Wiota, Iowa
" " "	Nat'l Freight Lines (Keeshin subsidiary)	5	Altoona, Atlantic, Colfax & Mitchellville, Iowa
" " "	Watson Bros. Trans. Co.	195	Adair, Anita, Victor, Atalissa, Brooklyn, Casey, Colfax, Durant, Grinnell, Kellogg, Marengo, Mitchellville, Oakland, Stuart, West Liberty & Wilton Jct., Iowa
" " "	Western Trans. Co.	20	Anita, Colfax, & Kellogg, Iowa

I have likewise made a check of the freight bills of Rock Island Motor Transit Company for the year 1950, which examination disclosed that during that year there was received in interstate commerce from connecting regular route carriers having authority to serve destination points of the shipments between Davenport and Council Bluffs, Iowa, a total of 5,541 shipments, at the junction points with such carriers in the numbers set out below with the destinations shown below.

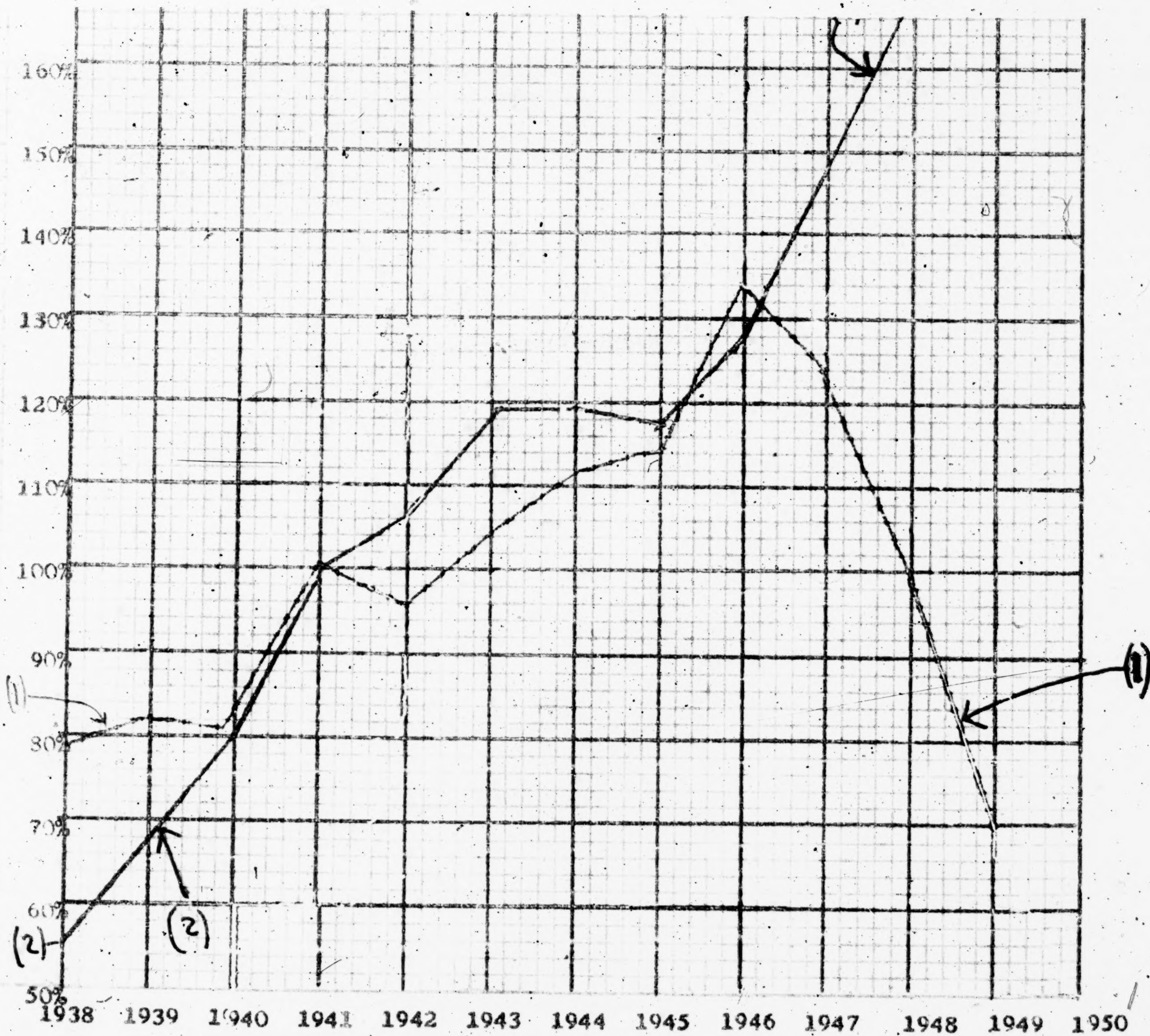
[fol. 2543]

Point Received	Carrier	No. of Shipments	Destination
Des Moines, Iowa	Bos Truck Lines	69	Adair, Anita, Brayton, Brooklyn, Casey, Grinnell, Iowa City, Kellogg, Lewis, Marengo, Menlo, & Stuart, Iowa
" " "	Brady Transfer & Storage	71	Altoona, Atlantic, Cedar Rapids, Colfax, Grinnell, Iowa City, Kellogg, Marengo, Mitchellville, Newton, Stuart, Victor, & Wilton Jct., Iowa
" " "	Des Moines Trans. Co.	1	Atlantic, Iowa
" " "	H & W Motor Exp. Co.	4	Atlantic, Grinnell, & Newton, Iowa
" " "	Iowa-Nebr. Trans. Co.	1	West Des Moines, Iowa
" " "	Keeshin Motor Express	61	Altoona, Colfax, Ladora, Kellogg, Marengo & Mitchellville, Iowa
" " "	Knaus Truck Lines	6	Brooklyn, Colfax, Iowa
" " "	McCoy Truck Lines, Inc.	133	Adair, Atlantic, Colfax, Dexter, Grinnell, Hamlin, & Oakland, Iowa
" " "	Merchants Motor Frt., Inc.	463	Adair, Altoona, Anita, Atlantic, Brooklyn, Casey, Colfax, Dexter, Grinnell, Kellogg, Lewis, Mitchellville, & Wiota, Iowa
" " "	Nat'l Freight Lines (Keeshin subsidiary)	2	Colfax, Iowa
" " "	Watson Bros. Transp. Co.	844	Adair, Atalissa, Anita, Altoona, Atlantic, Audubon, Brooklyn, Casey, Colfax, Dexter, Durant, Exira, Grinnell, Griswold, Hamlin, Homestead, Kellogg, Lewis, Marengo, Ladora, Menlo, Mitchellville, Neola, Oakland, Oxford, Stuart, Tiffin, Victor, Walnut, West Liberty, Wilton Jct., & Wiota

Point Received	Carrier	No. of Shipments	Destination
Des Moines, Iowa	Western Trans. Co.	16	Brooklyn, Colfax, & Kellogg, Iowa
[fol. 2544]			
Davenport, Iowa	Brady Transfer & Storage Co.	84	Cedar Rapids, Coralville, Iowa City, West Liberty, & Wilton Jct., Iowa
" "	H & W Motor Exp. Co.	26	Atalissa, Brooklyn, Durant, Iowa City, Muscatine, Oxford, & Stockton, Iowa
" "	Keeshan Motor Exp.	171	Bettendorf, Buffalo, Brooklyn, Colfax, Coralville, Durant, Iowa City, Kellogg, Marengo, Mitchellville, Muscatine, Victor, Oxford, Walcott, West Liberty & Wilton Jct., Iowa
" "	Knaus Truck Lines	1	Brooklyn, Iowa
" "	Merchants Motor Frt. Inc.	19	Atalissa, Durant, Stockton, Walcott, West Liberty & Wilton Jct., Iowa
" "	Motor Cargo, Inc.	2328	Cedar Rapids, Des Moines & Iowa City, Iowa
" "	Poole Transfer Co.	2	Wilton Jct., Iowa
" "	Rock Island Transfer & Storage Co.	53	Iowa City, Iowa
" "	Watson Bros. Trans. Co.	127	Brooklyn, Durant, Homestead, Kalona, Marengo, Oxford, Stockton, Walcott, & Wilton Jct., Iowa
" "	Western Trans. Co.	1	Iowa City, Iowa
Cedar Rapids, Iowa	Brady Transfer & Storage Co.	3	Brooklyn, Iowa
" " "	Gateway Trans. Co.	28	Des Moines, Grinnell, Kellogg, & Newton, Iowa
" " "	H & W Motor Exp. Co.	623	Atalissa, Brooklyn, Coralville, Colfax, Durant, Grinnell, Homestead, Iowa City, Kellogg, Lewis, Marengo, Newton, Oxford, West Liberty, Victor & Wilton Jct., Iowa

Point Received	Carrier	No. of Shipments	Destination
Cedar Rapids, Iowa	Keeshin Motor Express	24	Brooklyn, Coralville, Colfax, Homestead, Marengo, & West Liberty, Iowa
[fol. 2545]			
Cedar Rapids, Iowa	McCoy Truck Lines, Inc.	60	Adair, Anita, Atlantic, Brooklyn, Coralville, Davenport, Durant, Kellogg, Ladora, Marengo, Mitchellville, Newton, Oxford, Victor, & Wilton Jct., Iowa
" " "	Merchants Motor Frt.,	163	Brooklyn, Marengo, Newton, Oxford, Victor, West Liberty & Wilton Jct., Iowa
" " "	Nat'l Freight Lines (Keeshin subsidiary)	1	Durant, Iowa
" " "	Western Trans. Co.	6	Brooklyn, Ladora, Marengo, West Liberty & Wilton Jct., Iowa
Omaha, Nebraska	Independent Truckers	1	Durant, Iowa
" "	Bos Truck Lines	1	Brayton, Iowa
" "	Merchants Motor Frt., Inc.	2	Lewis, Iowa
" "	Prucka Transportation, Inc.	1	Des Moines, Iowa
" "	Ringsby Truck Line	142	Adair, Atalissa, Atlantic, Audubon, Bettendorf, Brooklyn, Cedar Rapids, Davenport, Des Moines, Dexter, Durant, Grinnell, Iowa City, Menlo, Oakland, Stuart, Victor, & Oxford, Iowa
" "	Watson Bros. Trans. Co.	3	Adair, Griswold, & Stuart, Iowa

I am familiar with the traffic moving over the lines of the Rock Island Motor Transit Company to destinations in the State of Iowa and from Iowa points to destinations outside the State of Iowa. While I have not made a specific study of the freight bills during the years 1946, 1947, 1948 and 1949, I know that the practices followed by the carriers hereinbefore referred to during 1944 and 1945 continued, with minor exceptions, and that during the years from 1940 down to the



1918

present time most of the regular route motor carriers having authority to serve intermediate points between Davenport, Iowa and Council Bluffs, Iowa have followed the practice of delivering to Rock Island Motor Transit Company at Davenport, Cedar Rapids, Des Moines, Iowa or Omaha, Nebraska interstate shipments destined to the smaller intermediate points.

I do further state that in many instances westbound shipments destined to points between Davenport and Des Moines, Iowa have been delivered to Rock Island Motor Transit Company at Des Moines, Iowa, for delivery at destination; likewise, eastbound shipments destined to points between Council Bluffs and Des Moines have been delivered to Rock Island Motor Transit Company at Des Moines, Iowa.

/s/ Fred J. Millett, Ass't. to General Freight Agent

Subscribed and sworn to before me this 13th day of August, 1951.

SEAL

/s/ J. H. Martin, Notary Public in and for Polk County, Iowa

Note

Exhibit 25 (p. 1919)
is found at top left of
Card 31.

1920

[fol. 2548]

EXHIBIT No. 26

COPY

KEESHIN MOTOR EXPRESS Co., Inc.

IN REORGANIZATION CASE 46-B-26

N. E. DISTRICT ILLINOIS

WILLIAM F. DROHAN

DANIEL D. CARMELL

TRUSTEES

March 18, 1952

Subject: Receiving freight from connecting lines at Cedar Rapids, Iowa

To: Carriers doing business with Keeshin Motor Express

Gentlemen:

We have been trying to continue our peddle operations, handling both our own freight and that received from the connectine line carriers. We have tried this without success despite orders from our Chicago office. However, with the present shortage of equipment, we are not going to be able to accept freight from any line except the two set-up by our tariff which are: H & W Motor Express and A. W. Schmidt.

We are very sorry we cannot continue to accept freight from the other carriers as we have enjoyed good business connections with you. If conditions are changed so that we again can inter-line freight with you here at Cedar Rapids, we will notify you immediately.

To give you time to change your operations to our change, I will not commence this policy until next week or Monday 24, 1952, to be exact. Please notify all your employees this concerns as we will not accept freight after that date except from the two companies designated and then only when two line hauls are involved:

Thanks for your cooperation.

Very truly yours,

/s/ Frank J. Alba, Terminal Manager

[fol. 2549]

EXHIBIT No. 27

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No: MC 47619*

IOWA-NEBRASKA TRANSPORTATION Co., I. C.,
CHICAGO, ILLINOIS

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5, held at its office in Washington, D. C., on the 11th day of July, A. D., 1949

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17, M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,

Between Chicago, Ill., and Omaha, Nebr., as follows:

From Chicago over Alternate U. S. Highway 30 to junction U. S. Highway 30, thence over U. S. Highway 30 to Denison, Iowa, thence over Iowa Highway 141 to Sioux City, Iowa, and thence over U. S. Highway 75 to Omaha (also from Denison over U. S. Highway 30 to Missouri Valley, Iowa, thence over U. S. Highway 75 to Omaha).

From Chicago over U. S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction Illinois Highway 82, thence over Illinois Highway 82 to Geneseo, Ill. (also from Chicago over U. S. Highway 34 to junction U. S. Highway 6, thence over U. S. Highway 6 to Geneseo), thence over U. S. Highway 6 via Iowa City, Iowa, to Atlantic, Iowa, thence over Iowa Highway 83 to Avoca, Iowa, thence over Iowa Highway 64 to Council Bluffs, Iowa, and thence across the Missouri River to Omaha (also from Atlantic over U. S. Highway 6 to Omaha).

From Chicago to Iowa City, as specified above, thence over U. S. Highway 218 to Mount Pleasant, Iowa, thence over U. S. Highway 34 to Glenwood, Iowa, and thence over U. S. Highway 275 to Council Bluffs, Iowa, and thence across the Missouri River to Omaha (also from Glenwood over U. S. Highway 34 to Plattsmouth, Nebr., thence over U. S. Highway 73 to Omaha.)

Return over these routes to Chicago.

Service is authorized from the off-route point of Joliet, Ill., restricted to pick-up of only *wall paper* and *steel wire*.

[fol. 2550] Between Cedar Rapids, Iowa and Iowa City, Iowa:

From Cedar Rapids over U. S. Highway 218 to Iowa City, and return over the same route.

Between Marengo, Iowa, and Belle Plaine, Iowa:

From Marengo over Iowa Highway 212 to Belle Plaine, and return over the same route.

Between Marshalltown, Iowa, and Des Moines, Iowa:

From Marshalltown, Iowa over Iowa Highway 330 to junction Iowa Highway 64, thence over Iowa Highway 64 to Des Moines, and return over the same route.

Service is authorized to and from all intermediate points in Iowa.

Between Avoca, Iowa, and Des Moines, Iowa:

From Avoca over Iowa Highway 64 to Des Moines, and return over the same route.

Service is authorized to and from all intermediate points.

Packing-house products and fresh meat:

Between Omaha, Nebr., and Arcadia, Iowa:

From Omaha over U. S. Highway 75 to Missouri Valley, Iowa, thence over U. S. Highway 30 to junction Iowa Highway 285, and thence over Iowa Highway 285 to Arcadia, and return over the same route.

Service is authorized to and from all intermediate points; and the off-route points of Audubon, Brayton, Defiance, Earling, Elkhorn, Exira, Guthrie Center, Hamlin, Halbur, Hancock, Jacksonville, Kimballton, Manilla, Manning, Shelby and Walnut, Iowa.

IRREGULAR ROUTES, traversing New Jersey, Ohio, Connecticut, and Rhode Island, for operating convenience only:

Fresh meats, packing-house products and packing-house supplies,

Between Dunlap, Iowa, and Panama, Portsmouth and Persia, Iowa.

Between Denison, Iowa, and Deloit, Iowa.

Between Arcadia, Iowa, and Botna and Irwin, Iowa.

Between Harlan, Iowa, and Panora, Iowa.

Service authorized under this commodity description is restricted to traffic moving to or from Omaha, Nebr.

Butter, eggs and dressed poultry, minimum 16,000 pounds each from any one consignor.

From Omaha, Nebr., and points and places within 100 miles of Omaha, to New York, N. Y., Philadelphia, Pa., and Boston, Mass.

[fol. 2551] *General commodities*, except those of unusual value, and except dangerous explosives, livestock, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment,

From New York, N. Y., to Chicago, Ill.

Mica splittings and dust,

From New York, Cohoes and Utica, N. Y., to Valparaiso, Ind.

Return, with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

REGULAR AND IRREGULAR ROUTES:

Butter, eggs, dressed poultry, and agricultural commodities,

From Avoca, Harlan and Exira, Iowa, to Chicago, Ill.:

From Avoca, Harlan and Exira over irregular routes to Atlantic, Iowa, and thence over the above-specified regular routes to Chicago, with no transportation for compensation on return except as otherwise authorized.

Service is not authorized to or from intermediate points.

Any repetition in the statement of the authority granted herein shall not be construed as conferring more than a single operating right.

IT IS FURTHER ORDERED, and is made a condition of the certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That this certificate shall supersede the certificates issued to the above-named carrier under Docket Nos. MC 47619 on February 11, 1944, MC 47619 Sub 2 on October 19, 1942, and MC 47619 Sub 6 on September 24, 1946, and those issued to the predecessor-in-interest under Docket Nos. MC 61530 on March 20, 1941, and MC 61530 Sub 1 on September 9, 1940; and said certificates are hereby canceled.

By the Commission, division 5.

W. P. Bartel, Secretary.

(SEAL)

* This certificate embraces the operating rights granted the above-named carrier in Certificates Nos. MC 47619, MC 47619 Sub 2 and MC 47619 Sub 6, and those in Certificates Nos. MC 61530 and MC 61530 Sub 1, acquired by the above-named carrier pursuant to MC-F 3860.

1926

[fol. 2552]. EXHIBIT No. 28

IOWA NEBRASKA

TRANSPORTATION Co. INC.

Avoca, Iowa

Phones 8 - 83 - 88

FINANCIAL STATEMENT AS OF MARCH 31, 1952

Assets:

Cash on Hand and in Bank	\$ 15180.57
Accounts Receivable	54826.57
Carrier Operating Property	194944.62
Special Deposits	4650.00
Permits	2500.00
Material & Supplies	6065.92
Prepayments	16501.55
	<hr/>
	\$294669.23

Liabilities:

Capital Stock	10000.00
Surplus	65453.90
Reserve for Depreciation	104214.64
Accounts Payable	42826.40
Notes Payable	42234.00
Drafts Payable	29940.29
	<hr/>
	\$294669.23

[fol. 2553]

EXHIBIT No. 29

IOWA NEBRASKA

TRANSPORTATION Co. INC.

Avoca, Iowa

Phones 8 - 83 - 88

OPERATING STATEMENT AS OF MARCH 31, 1952

Freight Revenue		\$253050.44
Other Operating Revenue		2555.91
Total Revenue		<u>\$255606.35</u>
Payroll	\$ 67080.85	
Rent	3880.00	
Interest	612.17	
Taxes & Licenses	8393.32	
Donation	55.15	
Depreciation	8263.27	
Equipment Maintenance	7885.93	
Transportation Expense	124520.55	
Terminal Expense	3453.41	
Sales, Tariff & Advertising	3779.79	
Insurance & Safety	13496.64	
Administrative & General	9790.26	<u>\$251211.34</u>
Net Operating Income		4395.01

This is to certify that this is a true and correct operating statement for the Iowa-Nebraska Transportation Co., Inc. for the period January 1, 1952 to March 31, 1952.

/s/ E. S. Petersen, President.

SHIPPER WITNESSES WHO APPEARED IN SUPPORT
OF ROCK ISLAND MOTOR TRANSIT APPLICATION
MARCH 18, 1952 THROUGH APRIL 1, 1952

AMANA, IOWA

Carl Moerabel, Amana, Iowa
Auditor of Amana Society

ADAIR, IOWA

W. R. Wolverton, Adair, Iowa
International Harvester Dealer
Fred Mertes, Adair, Iowa
Manager of Farmers Lumber Company

ALTOONA, IOWA

G. M. Hartline, Altoona, Iowa
Service Station and Garage

ANITA, IOWA

Carl W. Johnson, Anita, Iowa
Power Co. and Water Works
Tom Burns, Anita, Iowa
John Deere Dealer

ATALISSA, IOWA

Waldo Elder, Atalissa, Iowa
Lumber Yard

ATLANTIC, IOWA

O. A. Mereith, Atlantic, Iowa
Hardware and Implements
Bruce Robinson, Atlantic, Iowa
Retail Hardware
Don C. Mitchell, Atlantic, Iowa
Atlantic Wholesale Grocery
Maurice Turner, Atlantic, Iowa
Parts Manager for Link Chevrolet
Lewis J. Walker, Atlantic, Iowa
Secretary Atlantic Chamber of Commerce

AUDUBON, IOWA

N. C. Nielson, Audubon, Iowa

Five and a Dollar Store

Edwin Tuewelledorf, Audubon, Iowa

Coast to Coast Store

BEATRICE, NEBRASKA

R. W. Bagby, Beatrice, Nebraska

Dempster Mills Manufacturing Company

BRAYTON, IOWA

Ormal Rasmussen, Brayton, Iowa

Retail Lumber Yard

BROOKLYN, IOWA

J. L. McCluskey, Brooklyn, Iowa

Y. and M. Hardware

H. H. Mastiller, Brooklyn, Iowa

Hardware Business

D. M. Hubbard, Brooklyn, Iowa

Lumber Yard

Vernon Wolfe, Brooklyn, Iowa

Mayor

BURLINGTON, IOWA

F. L. Partridge, Burlington, Iowa

Burlington's Suppers Association

CASEY, IOWA

Howard Mark, Casey, Iowa

Mark Hardware

O. E. Hayes, Casey, Iowa

Merchant

[fol. 2555]

CARSON, IOWA

Fred Reed, Carson, Iowa

Lumber Yard

CEDAR RAPIDS, IOWA

Arthur J. Maurer, Chicago, Ill.

Asst. Traffic Director Chicago Association of
Commerce

D. R. MacDonald, Palatine, Ill.

Traffic Mgr. Chicago Branch of Butler Bros.

(Wholesale Gen'l Merchant)

Bernard J. Lussa, Chicago, Ill.

Traffic Manager Rexall Drug

W. R. Hoppe, Chicago, Ill.

Traffic Manager for A. C. McClurg & Co.

(Wholesale School Supplies)

CLINTON, IOWA

Thomas H. Smith, Clinton, Iowa

Traffic Manager Clinton Foods, Inc.

A. C. Shaw, Clinton, Iowa

Traffic Manager Curtis Co.

Robert E. Tolman, Clinton, Iowa

Eclipse Lumber Co.

COLFAX, IOWA

Frank Carlson, Colfax, Iowa

Department and Variety Store

George Brenner, Colfax, Iowa

President of Colfax Mineral Springs

Howard Loehr, Colfax, Iowa

Monroe Co.

COLUMBUS JUNCTION, IOWA

Paul B. Smith, Columbus Junction, Iowa

Stationery Manufacturer

CORALVILLE, IOWA

Mrs. Dan Fesler, Coralville, Iowa

Dan's Wholesale Foods

COUNCIL BLUFFS, IOWA

Gerald Ball, Council Bluffs, Iowa

Manufacture hammers for Hammer Mills

DAVENPORT, IOWA

Frank J. Schunter, Davenport, Iowa

Salesman for May and Co.

(Wholesale Plumbing & Heating)

Grover Schneckloth, Davenport, Iowa

Lbr. Yards located at *Wolcott*, *Durant* and *Sunberry*.

George A. Hirl, Davenport, Iowa

Salesman for Walnut Grove Animal & Mineral Feed
at *Wolcott*.

DES MOINES, IOWA

Freil Triggs, 200 Plymouth Building, Des Moines, Iowa
Manufacturer's Agent

Louie Lamberto, Des Moines, Iowa

Traffic Manager Brown-Camp Hardware

Leo Sharpnack, West Des Moines, Iowa

Clerk, Des Moines Drug Co.

Leon Brody, Des Moines, Iowa

Brody Manufacturing Co.

R. M. Griffith, Des Moines, Iowa

Luthe Hardware

Carl A. Hansen, Des Moines, Iowa

Traffic Mgr. Des Moines Chamber of Commerce

Carl W. Reed, Des Moines, Iowa

Iowa Commerce Commission

DEXTER, IOWA

Graham Godby, Dexter, Iowa

John Deere dealer

[fol. 2556]

DURANT, IOWA

Lester Turner, Durant, Iowa

Manager of Farmers Cooperative

EXIRA, IOWA

H. A. Lensch, Exira, Iowa

Oliver Farm Equipment

Ronald Spor, Exira, Iowa

Retail Hardware and Wholesale Electrical Supplies.

FAIRFIELD, IOWA

John W. Lindauer, Fairfield, Iowa

Traffic Manager Lowden Manufacturing Co.

L. Bissig, Fairfield, Iowa

Traffic Clerk, Iron Co.

GRINNELL, IOWA

Arthur Wee, Grinnell, Iowa

Firestone Store

M. F. Zimmerman, Grinnell, Iowa

Hardware Dealer

Earl Mathews, Grinnell, Iowa

Drug Store

Lewis W. Phelps, Grinnell, Iowa

Manufacturer (Playground Equipment)

Mr. Ritters, Grinnell, Iowa
Hardware Dealer

Walter H. McKan, Grinnell, Iowa
Variety Store

Paul Brink, Grinnell, Iowa
Schoe Manufacturer

GRISWOLD, IOWA

R. L. Cocklin, Griswold, Iowa
Manufacturer of Oil Heaters and Power Mowers.

HAMLIN, IOWA

Carl Christofferson, Hamlin, Iowa
Grocery and Locker Plant

Earnest Petersen, Hamlin, Iowa
Grocery and General Store

HANCOCK, IOWA

William Ebert, Hancock, Iowa
Tires and Petroleum Products

HARLAN, IOWA

John H. Fredrickson, Harlan, Iowa
Wholesale Distributor

J. D. Brodderson, Harlan, Iowa
Auto Dealer

IOWA CITY, IOWA

Robert L. Gage, Iowa City, Iowa
Sec'y and Manager Iowa City Chamber of Commerce

Howard P. Jacobs, Iowa City, Iowa
Lumber and Building Supplies

James H. Mesith, Iowa City, Iowa
Wholesale Plumbing and Heating

Jacob P. Wagnmuller, Iowa City, Iowa
Baron Auto

Truman Slager, Iowa City, Iowa
Hardware and Implements

KANSAS CITY, MISSOURI

David P. Crooks, Kansas City, Mo.
Crooks Terminal Warehouse

J. A. O'Conner, Kansas City, Mo.
Montgomery-Ward

B. J. Kilmer, Kansas City, Missouri
Sinclair—Western District

[fol. 2557] KALONA, IOWA

Arthur Beranek, Kalona, Iowa
Implement Dealer

Paul Breneman, Kalona, Iowa
Farm Machinery and Implements

W. L. Gates, Washington, Iowa
John Deere Dealer at Kalona

Ellis Swartzendruber, Kalona, Iowa
Treasurer of Watkins County Farms Store

KELLOGG, IOWA

Don Foster, Kellogg, Iowa
Midwest Stamping Co.

LADORA, IOWA

Victor Hess, Ladora, Iowa
Ladora Lumber and Fuel

LEWIS, IOWA

Riley Clark, Lewis, Iowa
Ferguson Implements and Garage

LA GRANGE PARK, ILLINOIS

Robert Ozinga, La Grange Park, Illinois
Wholesale Groceries

MALCOM, IOWA

Lester Schniekloth, Malcom, Iowa
Garage

Allen Kies, Malcom, Iowa
Plumbing

MARNE, IOWA

B. Wheatley, Marne, Iowa
General Store

MARENGO, IOWA

Charles H. Hibbs, Marengo, Iowa
Dry Goods

Clarence Rathjen, Marengo, Iowa
Automobile Parts

Everett L. Jacobs, Marengo, Iowa
Western Auto Store

MASON CITY, IOWA

Ralph Shelton, Mason City, Iowa

Traffic Manager for Chamber of Commerce

MENLO, IOWA

Edith Blakesly, Menlo, Iowa

Fariety Store and Dry Goods

MINDEN, IOWA

Wesley C. Mauer, Minden, Iowa

Hardware

MINNEAPOLIS, MINNESOTA

Henry A. Archambro, Minneapolis, Minn.

Asst. Director of Traffic—Minneapolis Traffic Association

C. E. Lindberg, Minneapolis, Minnesota

Traffic Manager, Jennings-Simple Hill

MITCHELLVILLE, IOWA

Lewis C. Wilhenbrock, Mitchellville, Iowa

International Harvester Dealer

MOLINE, ILL.

Paul E. Gans, Moline, Ill.

Supervisor for Truck Transportation for Deere and Co.

H. A. Stevens, Moline, Ill.

John Deere Plow Co.

[fol. 2558]

MUSCATINE, IOWA

R. L. Sweany, Muscatine, Iowa

Secretary of Chamber of Commerce

James A. Gould, Muscatine, Iowa

Hawkeye Soybean Co. and McKey Feed and Grain Co.

NEWTON, IOWA

H. H. Witmer, Newton, Iowa

Superintendent One-Minute Washer at Kellogg, Iowa

F. A. Dunn, Newton, Iowa

Manufacturer of Advertising Specialties

Glen Engle, Newton, Iowa

Winpower Mfg. Co.

Homer W. Denniston, Newton, Iowa

Denniston-Partridge Lumber Co.

NEOLA, IOWA

Clinton Erickson, Neola, Iowa
Implement Dealer

OMAHA, NEBRASKA

J. J. Hartett, Omaha, Nebraska
Traffic Mgr. for Paxton & Gallagher

Paul E. Seastedt, Omaha, Nebraska
Mfg. Storage Batteries

H. E. Hennicamp, Omaha, Nebraska

Mgr. Transportation Dept. Omaha Chamber of Commerce

OSKALOOSA, IOWA

Bruce Thomas, Oskaloosa, Iowa
Ideal Mfg. Co.

C. R. Smith, Jr. Oskaloosa, Iowa
Iowa Valve Co.

OXFORD, IOWA

Don Scheetz, Oxford, Iowa

Watkins Products

V. F. Nieberhr, Oxford, Iowa
Hardware and Implements

OTTUMWA, IOWA

John Murray, Ottumwa, Iowa

Traffic Manager of Chamber of Commerce

OAKLAND, IOWA

C. C. Vieth, Oakland, Iowa

Hardware and Funeral Home

A. H. Minchow, 6 mi. East of Oakland, Iowa
Supt. Northern Gas Line

PELLA, IOWA

Paul Farber, Pella, Iowa

Treasurer of Rolscreen Co.

J. G. Boot, Pella, Iowa

Dowden Mfg. Co., Prairie City, Iowa

Pella Foundry, Pella, Iowa

ROCK ISLAND, ILL.

Charles H. Pahl, Rock Island, Ill.

Gen'l Supt. Rock Island Bridge and Iron Works

1936

Harold C. Woodward, Rock Island, Ill.

Mgr. of Traffic Bureau for Moline, East Moline &
Rock Island.

SHELBY, IOWA

Harry P. Pike, Shelby, Iowa

Garage Operator—Mayor

Ernest Plagman, Shelby, Iowa

Retired Farmer

STUART, IOWA

Edward J. Delaney, Stuart, Iowa

Hardware and Appliances

Plumbing and Heating

[fol. 2559]

St. JOSEPH, MISSOURI

Victor L. Emery, St. Joseph, Mo.

St. Joseph Chamber of Commerce

TIFFIN, IOWA

A. C. Flansburg, Tiffin, Iowa

Hardware—and President of School Board

TREYNOR, IOWA

Harvey Saar, Treynor, Iowa

Treasurer West Pott Seed Corporation

UNDERWOOD, IOWA

G. C. Martin, Underwood, Iowa

General Store

VICTOR, IOWA

H. H. Wahl, Victor, Iowa

Retail Lumber

A. U. Hauber, Victor, Iowa

Pastor of St. Bridges Church

John DeSutter, Victor, Iowa

Victor Implement and Seed

John Powlak, Victor, Iowa

Allis-Chalmers and Implements

WALNUT, IOWA

Sherwood M. Croghan, Walnut, Iowa

Mayor and Raleigh Salesman

WASHINGTON, IOWA

T. B. Brown, Washington, Iowa
Supt. American Pearl Button Co.

WELLMAN, IOWA

W. S. Trieschman, Wellman, Iowa
Maplecrest Turkey Farms
L. J. Powell, Wellman, Iowa
Furniture and Undertaker

WEST LIBERTY, IOWA

E. C. Kerr, West Liberty, Iowa
Lumber, Hardware and Implements
Thomas C. Brooke, West Liberty, Iowa
Bulk Oil and Tire Distributor

WILTON JUNCTION, IOWA

Lester Crumley, Wilton Junction, Iowa
Foundry at Stockton, Iowa
Herbert Moeller, Wilton Junction, Iowa
Western Auto Store
Ivan Gorsuch, Wilton Junction, Iowa
Retail Plumbing and Heating

WALCOTT, IOWA

Lester Lund, Walcott, Iowa
John Deere Dealer
Ervin L. Diets, Walcott, Iowa
Ford Agency
Riley Diets, Walcott, Iowa
Electrical Appliances
Clarence Lovewell, Walcott, Iowa
Plumbing and Heating
Kenneth Diets, Walcott, Iowa
Banker

[fol. 2560]

ROCK ISLAND MOTOR TRANSIT
INTERLINE CARRIER WITNESSES

George B. Bishop, Chicago, Illinois
Assistant Manager of Clipper Transit Company
V. J. Grice, 966 Victoria, Dubuque, Iowa
H. & W. Motor Express

M. J. Riley, Rock Island, Ill.

V.P. and Traffic Manager, Doran Transfer Co.

Keith Cecil, Bloomfield, Ill.

Central Transfer Co.

William J. Creagean, Rockford, Ill.

Mnox Motor Service

George E. Adams, Kewanee, Illinois

Traffic Mgr. for Burlington-Chicago Cartage, Inc.

and Chicago Nebraska Express and

Burlington Terminal Warehouse

and other affiliates.

Herman H. Weixler, Louisville, Kentucky

Atkins Transfer Company

[fol. 2561] ROCK ISLAND MOTOR TRANSIT COMPANY

WITNESSES

J. D. Farrington, Chicago, Illinois

George M. Cummins, Davenport, Iowa

Freight Traffic Manager

C. A. Kinner, Chicago, Ill.

C.R.I.M.T. Terminal Manager

Gail C. Hughes, Davenport, Iowa

Terminal Mgr. R.I.M.T. at Davenport

L. L. Cole, Des Moines, Iowa

Auditor R.I.M.T.

Manferd A. Rice, Atlantic, Iowa

Agent for R.I.M.T. at Atlantic

Craig Schwab, Iowa City, Iowa

Terminal Agent R.I.M.T. at Iowa City

Walter Hitchen, Des Moines, Iowa.

R.I.M.T. Gen. Freight Agent

Burr M. Jones, Newton, Iowa

R.I.M.T. Agent at Newton

Charles Clapp, Ottumwa, Iowa

Terminal Mgr. R.I.M.T.

Ray W. Grabill, Minneapolis, Minn.

Commercial Agent Rock Island Motor Transit

O. E. Schaefer, Cedar Rapids, Iowa

Rock Island Motor Transit Agt. in Cedar Rapids

Harry Millstead, Oskaloosa, Iowa

Agent for Rock Island Motor Transit

Harold Stolley, Clinton, Iowa

Terminal Agent R.I.M.T.

Leonard H. Blumer, Omaha, Nebr.

R.I.M.T. Commerical Agent at Omaha

V. A. Tiedemann, Des Moines, Iowa

Rock Island Mtr. Transit Agent at Des Moines

W. F. Peterson, Des Moines, Iowa

General Manager Rock Island Motor Transit.

Fred J. Millett, Des Moines, Iowa

Assistant to General Freight Agent

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EXHIBIT No. 31

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 51004	9/27/51	Omaha	Harlan	frzoen food	346
51010	9/27/51	Omaha	Stuart	machinery parts	120
51012	9/27/51	"	Avoca	coffee	206
51015	9/27/51	"	Atlantic	new furniture	420
51016	9/27/51	"	Oakland	drugs	304
51017	9/27/51	"	Walnut	new washer	191
51021	9/27/51	"	Anita	tires	70
51034	9/27/51	"	Casey	oil & grease	2088
51042	9/27/51	"	Marne	sink cabinet	269
51050	9/27/51	"	Menlo	corn crib	1500
51051	9/28/51	Harlan	St. Louis	Fertilizer in pots	120
51052	9/28/51	Oakland	K.C., Mo.	lawn mower	180
51053	9/28/51	Lincoln	Harlan	slaes tickts	275
51056	9/28/51	Omaha	Avoca	Hydraulic Scoop	1080
51059	9/28/51	Omaha	Atlantic	iron pipe	798
51103	9/28/51	Omaha	Oakland	plumbing goods	942
51107	9/28/51	Omaha	Adair	fuel tanks	450
51111	9/28/51	Lincoln	D. Moines	printed forms	130
51117	9/28/51	Omaha	D. Moines	beauty sply	100
51123	9/29/51	Sioux City	Harlan	dryer	238
51132	9/29/51	Chicago	Oakland	tools	42
51134	9/29/51	K.C., Mo.	Atlatlc	Tires	360
51140	10/ 1/51	Omaha	Oakland	elec refrig	517
51141	10/ 1/51	"	Avoca	butter boxes	800
51148	10/ 1/51	"	Walnut	drugs	100
51153	10/ 1/51	"	Adair	shampoos	32
51159	10/ 1/51	"	D. Moines	radiator	200
51168	10/ 1/51	"	Casey	coffee	135
51172	10/ 1/51	"	Anita	pipe fittings	45
51200	10/ 2/51	"	Menlo	window shades	55
51201	10/ 2/51	"	Harlan	cigarettes	95
51206	10/ 2/51	"	Atlantic	heater	530
51275	10/ 3/51	"	Dexter	varnish	50

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 51279	10/ 3/51	Omaha	Avoca	television set	103
51291	10/ 3/51	"	Neola	steel cabinet	100
51297	10/ 3/51	"	D.M.	flooring	100
51304	10/ 3/51	"	Adair	coffee	290
51305	10/ 3/51	"	Atlantic	coffee	138
51321	10/ 3/51	"	Harlan	drugs	156
51341	10/ 4/51	"	Oakland	heater	205
51344	10/ 4/51	"	Walnut	motor	290
51347	10/ 4/51	"	Wiota	oil	150
51349	10/ 4/51	"	Casey	hip parts	73
51417	10/ 5/51	"	Underwood	paper	581
51422	10/ 5/51	"	Harlan	auto parts	41
51437	10/ 5/51	"	Atlantic	2 chairs	40
51464	10/ 6/51	"	D. Moines	repair material	182
51509	10/ 8/51	"	Stuart	oxygen gas	240
51510	10/ 8/51	"	Anita	tires	54
51513	10/ 8/51	"	Oakland	hardware	71
51524	10/ 8/51	"	Marne	coffee	468
51525	10/ 8/51	"	Harlan	oil burner	120
51528	10/ 8/51	"	Atlantic	elec dryer	230
51584	10/ 9/51	"	Adair	iron bars	463
51587	10/ 9/51	"	Neola	rug	42
51633	10/ 9/51	"	Casey	groceries	330
51645	10/ 9/51	"	D. Moines	sales tickets	1820
51667	10/10/51	"	Newton	steel	6505
51669	10/10/51	"	Walnut	groceries	3670
51689	10/10/51	"	Avoca	stove	104
51696	10/10/51	"	Menlo	hardware	206
51713	10/10/51	"	Des Moines	beauty sply	61
51740	10/11/51	"	Grinnell	groceries	265
51759	10/11/51	"	Harlan	drugs	282
51778	10/12/51	"	Oakland	parts	47
51798	10/12/51	"	Atlantic	hardware	188
51811	10/13/51	"	Corley	coffee	405
[fol. 2563]					
OM 51830	10/13/51	Omaha	Wiota	iron	109
51841	10/13/51	"	D. Moines	tires	60
51869	10/13/51	"	Colfax	groceries	650
51879	10/15/51	"	Adair	sheet steel	150
51911	10/15/51	"	Avoca	vac cleaner	89
51925	10/15/51	"	Stuart	coffee	407
51933	10/15/51	"	Casey	paint	411
51955	10/16/51	"	Anita	hardware	263
51974	10/16/51	"	Marne	welding rod	100
52009	10/16/51	"	Neola	glav. pipe	300
52021	10/16/51	"	Grinnell	pltry tonic	37
52031	10/17/51	"	Walnut	auto parts	65
52036	10/17/51	"	Oakland	roofing cement	135
52097	10/17/51	"	Avoca	inn parts	77
52122	10/18/51	"	Menlo	Hardware	952
52173	10/18/51	"	Marengo	sales tickets	42
52185	10/19/51	Lincoln	Atlantic	T.V. Set	49
52190	10/19/51	Omaha	Harlan	drugs	100
52195	10/19/51	"	Davenport	Burners	160
52213	10/19/51	"	Brooklyn	mach parts	88
52228	10/19/51	"	Dexter	coffee	508
52262	10/19/51	"	Minden	hog foundtain	235

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 52271	10/20/51	Omaha	D. Moines	couch	164
52278	10/22/51	Lincoln	Davenport	sales tickets	154
52339	10/22/51	Omaha	Harlan	tires	169
52347	10/23/51	"	Avoca	bakery goods	60
52373	10/23/51	"	Marne	pipe fittings	40
52374	10/23/51	"	Atlantic	iron pipe	154
52393	10/23/51	"	Wiotia	transit hose	227
52393	10/23/51	"	Oakland	imp parts	110
52411	10/23/51	"	Colfax	bakery supplies	225
52421	10/24/51	Lincoln	Iowa City	sales tickets	120
52439	10/24/51	Omaha	Grinnell	beauty supplies	48
52475	10/24/51	"	Des Moines	tubes	456
52500	10/24/51	"	Avoca	drugs	92
52563	10/25/51	"	Stuart	pump, jack	65
52578	10/26/51	"	Harlan	permaulite	1600
52606	10/26/51	Moline	Neola	imp parts	120
52632	10/27/51	Omaha	Dexter	beauty splys	51
52638	10/27/51	Lincoln	Marengo	sales tickets	110
52641	10/27/51	Omaha	Des Moines	paper	96
52679	10/29/51	K.C., Kans.	Corley	soap	347
52691	10/29/51	Omaha	Minden	disk	200
52766	10/30/51	Chicago	Minden	groceries	203
52776	10/30/51	Omaha	D. Moines	tires	385
52780	10/30/51	"	Victor	farm wagon	430
52782	10/30/51	Omaha	Marne	pipe fittings	121
52789	10/30/51	Omaha	Casey	groceries	375
52830	10/31/51	"	Avoca	tires and batteries	175
52834	10/31/51	Chicago	Neola	groceries	315
52845	10/31/51	Omaha	Adair	imp parts	35
52853	10/31/51	"	Anita	elec motor	50
52854	10/31/51	"	Wiotia	steel	67
52855	10/31/51	"	Oakland	paper	38
52857	10/31/51	"	Davenport	saw	45
52859	10/31/51	"	Walnut	rocker	75
52861	10/31/51	"	Stuart	farm imp	929
52866	10/31/51	"	Atlantic	tires	470
52867	10/31/51	"	Brooklyn	perfex	213
52871	10/31/51	"	Harlan	hoist	500
52881	10/31/51	"	Casey	candy	152
52884	11/ 1/51	"	D. Moines	oil	2994
52885	11/ 1/51	"	Victor	perfex	663
52946	11/ 1/51	"	Dexter	oil	830
53048	11/ 3/51	"	Corley	stove	170
53071	11/ 5/51	"	Underwood	tablets	35
53072	11/ 5/51	"	Minden	gloves	48
53094	11/ 5/51	"	Harlan	motor	185
53144	11/ 5/51	"	Atlantic	imp parts	96
53151	11/ 6/51	"	Brooklyn	vac cleaners	96
[fol. 2564]					
OM 53194	11/ 6/51	Omaha	Neola	brass fittings	50
53198	11/ 6/51	"	Grit tell	beauty supplies	105
53222	11/ 7/51	"	Oakland	auto parts	63
53226	11/ 7/51	Lincoln	Newton	printed forms	90
53259	11/ 7/51	Omaha	Iowa City	motor base	100
53296	11/ 8/51	"	Walnut	bakery goods	100
53373	11/ 9/51	"	Avoca	grease	252
53387	11/ 9/51	"	Marne	bakery goods	70

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 53429	11/10/51	Omaha	Wiota	range	300
53505	11/12/51	"	Anita	hardware	250
53515	11/12/51	"	Grinnell	grease	576
53635	11/14/51	"	D. Moines	metal tops	195
53704	11/15/51	"	Adair	soap	224
53713	11/15/51	"	Grinnell	bakery supplies	275
53850	11/17/51	"	Colfax	"	262
53857	11/19/51	"	Casey	coffee	129
53892	11/19/51	"	Newton	"	200
54017	11/21/51	"	Davenport	wahser	200
54039	11/21/51	"	Stuart	mach parts	45
54087	11/21/51	"	Marengo	anti freeze	197
54147	11/24/51	"	Menlo	hardware	1171
54151	11/24/51	"	Underwood	pipe fittings	420
54202	11/26/51	"	Davenport	rubber tile	100
54386	11/28/51	"	Dexter	coffee	171
54417	11/29/51	"	Grinnell	grease	664
54422	11/29/51	"	Avoca	candy	241
54441	11/29/51	"	Des Moines	beauty sply	95
54462	11/29/51	"	Des Moines	auto chains	300
54482	11/30/51	"	Harlan	heater	270
54520	12/ 1/51	"	Walnut	transformers	175
54560	12/ 3/51	"	Oakland	furniture	173
54585	12/ 3/51	Lincoln	Grinnell	candy	290
54598	12/ 3/51	"	Ia City	sales tickets	225
54601	12/ 3/51	"	Davenport	sales tickets	135
54609	12/ 3/51	Stuart, Ia.	Omaha	tires	80
54612	12/ 3/51	Omaha	Minden	table	100
54641	12/ 3/51	"	Newton	washer parts	100
54750	12/ 4/51	"	Des Moines	chains	620
54789	12/ 5/51	"	Corley	sash	45
54744	12/ 5/51	"	Neola	auto parts	52
54770	12/ 5/51	"	Grinnell	bicycles	62
54875	12/ 6/51	"	Marne	bar & bolts	315
54806	12/ 7/51	"	Atlantic	flour	750
54982	12/ 9/51	Omaha	Weston	tubs	100
54935	12/10/51	Colo. Spring, Colo.	Mitchellville	embalming fluid	65
54972	12/10/51	Beatrice, Nebr.	Newton	heater	100
55056	12/11/51	Omaha	Wiota	hydrants	75
55129	12/12/51	Omaha	Ia City	pipe	1850
55136	12/12/51	Omaha	D. Moines	auto parts	100
55201	12/13/51	Omaha	Anita	couch	310
55206	12/13/51	"	Davenport	floor tile	140
55296	12/15/51	"	Casey	coffee	403
55314	12/15/51	"	Underwood	chair	140
55338	12/17/51	"	Adair	storm shield	100
55351	12/17/51	Lincoln	Mitchellville	nuts	300
55353	12/17/51	Omaha	Menlo	coffee	138
55425	12/18/51	"	Des Moines	tires	380
55455	12/19/51	"	Stuart	imp parts	55
55520	12/20/51	"	Des Moines	floorin	140
55546	12/20/51	"	Davenport	toilete prep	59
55621	12/22/51	"	Grinnell	bakery goods	365
55630	12/22/51	"	Des Moines	bicycle parts	1611
55642	12/22/51	"	Dexter	batteries	280
55643	12/22/51	"	Colfax	bakery goods	268
55664	12/26/51	"	Oakland	T.V. Set	125

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
M 55709	12/27/51	Omaha	Corley	coffee	405
55727	12/27/51	"	Ia City	rug	80
55741	12/27/51	"	Des Moines	fender	100
55758	12/27/51	"	Marne	iron pipe	150
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M 55776	12/28/51	Omaha	Avoca	mouldings	150
55827	12/29/51	"	D. Moines	envelopes	195
55859	12/29/51	"	Atlantic	tank heater	260
55891	12/31/51	"	Grinnell	iron pipe	1120
55897	12/31/51	"	Harlan	tires	410
55921	1/ 2/52	Boise, Idaho	Newton	axles	470
55933	1/ 2/52	Omaha	Walnut	Groceries	1691
55988	1/ 3/52	"	Newton	Papper & supplies	185
55997	1/ 3/52	"	Grinnell	oil	3180
56007	1/ 3/52	"	Davenport	auto parts	26
56019	1/ 3/52	"	Minden	lamps	224
56041	1/ 3/52	Lincoln, Nebr.	Neola	sales tickets	100
56093	1/ 4/52	Omaha	Colfax	soap	214
56096	1/ 5/52	Lincoln, Nebr.	Ia City	range	540
56103	1/ 5/52	Omaha	D. Moines	tubes	75
56111	1/ 5/52	"	Ia City	shoe dressing	97
56114	1/ 5/52	"	Wiota	air filters	30
56163	1/ 7/52	"	Mitchellville	butter	60
56175	1/ 7/52	San Fran., Calif.	Marengo	carpet	160
56190	1/ 8/52	Omaha	Anita	hardware	227
56199	1/ 8/52	"	Newton	washer parts	100
56263	1/ 9/52	"	Marne	coffee	516
56275	1/ 9/52	"	Adair	imp parts	3360
56317	1/10/52	"	Casey	iron rods	64
56360	1/11/52	"	Minden	soap	206
56409	1/12/52	"	Des Moines	beauty supplies	48
56428	1/12/52	"	Grinnell	agr insecticide	50
56492	1/14/52	"	Ia City	paint	58
56511	1/14/52	"	Mitchellville	butter	60
56555	1/15/52	"	Corley	coffee	135
56630	1/16/52	"	Stuart	oil	450
56635	1/16/52	"	Des Moines	tires	1200
56670	1/17/52	"	Menlo	coffee	138
56812	1/19/52	"	Grinnell	disinfectant	54
56851	1/19/52	"	Des Moines	phon records	100
56963	1/22/52	"	Grinnell	oil	2146
57002	1/23/52	"	Marne	galv pipe	261
57011	1/23/52	"	Wiota	rubber shield	8
57061	1/24/52	"	Casey	furniture	116
57079	1/24/52	"	Stuart	Imp parts	500
57083	1/24/52	"	D. Moines	machinery	221
57108	1/24/52	"	Newton	sales binders	448
57145	1/25/52	"	Atlantic	Hardware	43
57155	1/25/52	Chicago	Atlantic	elec lamps	143
57170	1/26/52	Lincoln	Iowa City	sales tickets	130
57176	1/26/52	Omaha	D. Moines	flour	1515
57186	1/26/52	"	Neola	roaster	30
57195	1/26/52	Yankton, S.Dak.	Davenport	furniture	280
57197	1/26/52	Omaha	Grinnell	pipe fittings	57
57215	1/28/52	"	Harlan	farm mchy	2681
57225	1/28/52	"	Grinnell	oil	2108

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 57250	1/28/52	Omaha	Oakland	coil wire	110
57256	1/28/52	"	Mitchellville	butter	60
57262	1/28/52	"	Adair	imp parts	265
57270	1/28/52	"	Avoca	paint	84
57299	1/29/52	"	Minden	chemicals	100
57324	1/29/52	"	Walnut	hardware	278
57364	1/30/52	"	Newton	steel bars	10390
57418	1/31/52	"	Des Moines	beauty supplies	47
57439	1/31/52	"	Wicta	T.V. Sets	462
57448	1/31/52	"	Marne	steel bars	1190
57455	1/31/52	"	Corley	lin rug	95
57456	1/31/52	"	Menlo	rims	147
57496	2/ 1/52	"	Atlantic	tires	440
57510	2/ 1/52	Irene, S. Dak.	Underwood	oats	1300
57539	2/ 2/52	Lincoln, Nebr.	Newton	sales tickets	160
57549	2/ 2/52	Omaha	Casey	oil	2650
57577	2/ 2/52	"	D. Moines	iron jacks	125
[fol. 2566]					
OM 57650	2/ 4/52	Omaha	Mitchellville	butter	60
57672	2/ 5/52	"	Des Moines	T.V. Set	150
57674	2/ 5/52	"	Wicta	chains	154
57684	2/ 5/52	"	Newton	beauty supply	55
57713	2/ 5/52	St. Paul	Minden	candy	69
57728	2/ 6/52	Omaha	Walnut	paint	750
57760	2/ 6/52	"	Dexter	floor wax	138
57761	2/ 6/52	"	Altoona	floor wax	143
57770	2/ 6/52	"	Grinnell	beauty supplies	55
57775	2/ 6/52	"	Neola	galv pipe	300
57793	2/ 6/52	"	Des Moines	auto parts	40
57797	2/ 6/52	Lincoln	Davenport	printed forms	60
57828	2/ 7/52	Omaha	Brooklyn	wire	2040
57896	2/ 8/52	"	Atlantic	hardware	657
57937	2/ 9/52	"	Des Moines	hardware	81
57940	2/ 9/52	"	Menlo	window shades	38
57944	2/ 9/52	"	Grinnell	gas bottle equip	125
58007	2/11/52	Virginia, Nebr.	Colfax	table	100
58026	2/11/52	Omaha	Iowa City	iron pipe	630
58038	2/11/52	"	Avoca	auto fender	30
58042	2/11/52	"	Mitchellville	butter	160
58083	2/12/52	"	Stuart	copper tubing	180
58104	2/12/52	"	Des Moines	oil	684
58110	2/12/52	"	Grinnell	paper	156
58128	2/12/52	"	Corley	hardware	338
58156	2/13/52	"	Des Moines	lamp bulbs	65
58173	2/13/52	"	Colfax	coffee	202
58177	2/13/52	"	Dexter	coffee	206
58181	2/13/52	"	Iowa City	copper line	260
58202	2/13/52	"	Anita	castings	95
58240	2/14/52	"	Iowa City	printing matter	60
58270	2/14/52	"	Menlo	dry goods	50
58272	2/14/52	"	Oakland	drugs	240
58274	2/14/52	"	Des Moines	phono records	45
58275	2/14/52	"	Grinnell	phono records	100
58276	2/14/52	"	Walnut	advertising	35
58293	2/14/52	"	Colfax	coffee	406
58305	2/15/52	"	Corley	coffee	404

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
58341	2/15/52	Omaha	Grinnell	gum	124
58344	2/16/52	"	Casey	candy	119
58345	2/16/52	"	Des Moines	repair materials	217
58364	2/16/52	"	Newton	phono records	50
58410	2/18/52	"	Grinnell	coffee	1013
58477	2/18/52	"	Mitchellville	butter	60
58493	2/19/52	"	Iowa City	flooring	210
58501	2/19/52	"	Davenport	drugs	184
58528	2/19/52	"	Marne	iron bars	215
58536	2/19/52	"	Grinnell	soap	592
58546	2/19/52	"	Des Moines	T.V. Sets	220
58567	2/20/52	"	Davenport	burner	80
58587	2/20/52	"	Grinnell	stair wks	442
58589	2/20/52	"	Grinnell	oil	914
58608	2/20/52	"	Davenport	toilet prep	69
58609	2/20/52	"	Des Moines	toilet prep	56
58616	2/20/52	"	Adair	imp. parts	115
58647	2/21/52	"	Oakland	B.R. fixtures	129
58663	2/21/52	"	Marengo	paper	485
58677	2/21/52	"	Davenport	copper wire	86
58687	2/21/52	"	Victor	soap	708
58699	2/21/52	"	Neola	"	225
58700	2/21/52	"	Minden	"	608
58701	2/21/52	"	Marengo	"	211
58702	2/21/52	"	Grinnell	"	918
58703	2/21/52	"	Corley	"	235
58818	2/23/52	"	Anita	shampoo	48
58826	2/23/52	"	Brooklyn	tires	80
58838	2/23/52	"	Des Moines	T.V. Sets	960
58841	2/23/52	"	Wiota	antenna	32
58869	2/25/52	"	Atlantic	peanut butter	1441
1. 2567]					
58886	2/25/52	Omaha	Des Moines	flour	1212
58892	2/25/52	"	Iowa City	chair	45
58928	2/25/52	Denver	Davenport	paper	570
58937	2/25/52	Omaha	Menlo	notions	198
58943	2/26/52	"	Oakland	mtr parts	366
58949	2/26/52	"	Mitchellville	beauty sply	40
58950	2/26/52	"	Newton	"	28
58965	2/26/52	"	Marne	coffee	548
59012	2/26/52	"	Neola	pipe	145
59016	2/26/52	"	Casey	groc	720
59020	2/27/52	"	Walnut	iron	171
59068	2/27/52	"	Mitchellville	alum scoop	36
59081	2/27/52	"	Grinnell	oil	106
59123	2/28/52	"	Iowa City	play pen	35
59136	2/28/52	"	Harlan	cigarettes	126
59153	2/28/52	"	Des Moines	phono records	68
59169	2/28/52	"	Brooklyn	plaster moulds	58
59181	2/28/52	"	Des Moines	elec motor	118
59190	2/28/52	"	Grinnell	bakery goods	135
59223	2/29/52	"	Marne	dry goods	90
59236	2/29/52	"	Atlantic	ozsoilax	200
59279	3/ 3/52	"	Marne	floor wax	191
59300	3/ 3/52	"	Des Moines	flour	303
59321	3/ 3/52	"	Iowa City	flooring	60

LEGEND

- (1) — H & W Motor Express Co., Dubuque, Iowa
- (2) — McCoy Truck Lines, Waterloo, Iowa
- (3) ~~///~~ H. B. Green Trucking Co., Burlington, Iowa
- (4) — Burlington Truck Lines, Inc.
- (5) — Rock Island Motor Transit Company
- (6) ~~///~~ Brown Truck Line, Winterset, Iowa
- (7) — Brady Freight Lines, Fort Dodge, Iowa
- (8) Worden Transfer, St Joseph, Mo.
- (9) — Des Moines Transportation Co.
- National Freight Lines

The above motor carriers possess and operate the outlined routes in the State of Iowa in both Intra and Inter-State Commerce and inter-line with each other for such traffic.

EXHIBIT No. 37

[fol. 2591]

DES MOINES TRANSPORTATION CO.

~~07317735~~

FROM CHICAGO ILL TO DES MOINES IA DATE 1 9 51 A

DRIVER MIDDAUR TRACTOR TRAILER 346 SEAL NO. 79401/02

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
652345	DMT	DMT		1	DH	
650439	DMT	DMT		1	DH	
650230	A O SMITH CORP	G W ONTHANK CO		11	2311	
650396	UNIN MALLBL MFG	SEARS ROEBUCK	DAVENPORT	3	756	
650398	KAISER FRAZER SLS	L DOCKTERMAN	DO	2	120	
650463	CARBOLOY CO	DVNPRT ENGR CORP	DO	1	101	
650462	DO	DO	DO	2	140	
650550	RCA VIC DIST	RCA VIC DIST	DO	5	72	
650556	BRISTOL MYERS	HICKEY BROS	DO	15	214	
650447	MTL OFC FURN	FROHWEIN SY CO	IOWA CITY	2	250	
650436	GENERAL FOODS	COOP GROC CO	DO	4	225	
650437	DO	MEANS BROS GROC	DO	4	240	
650512	AMRS INC	HOUSE O F PIPER	DO	13	464	
652312	CENTRAL STEEL	UNIVRSL ENGR CO	CED RAPIDS	3	9357	DPR
650350	DAVIES YOUN SOAP	CHERRY BURRELL	DO	22	992	
650345	MTL OFC FURN	LE FEBURE CORP	DO	1	205	
650316	INDUSTRL GEAR	LINK BLT SPEEDR	DO	2	1880	
652115	GENERAL SHOE	I BUCKERBROOM STR	GRINNELL	20	692	
650511	BEATRICE FOODS	BEATRICE FOODS	DO	10	465	
650309	LINK BELT CO	DE KALB AGRI ASSO	DO	4	215	
650164	PAULY CHEESE	E A J C MC NALLY	DO	5	163	
652313	CENTRAL STEEL	MIDST MTL STMPG	KELLOGG	5	4754	DP
650300	LAPHAM HICKEY	DO	DO	1	505	
650443	EXCELL O CORP	DO	DO	4	555	
650431	E J BRACH SONS	UNITED FOODS MKT	MARENGO	17	454	
652315	DENISON MFG CO	MAYTAG CO PL 1	NEWTON IA	3	134	
652329	PLANTERSNUT CH	NEWTON WHL CO	DO	8	198	
652314	DOHFLER JARVIS	MAYTAG CO	DO	20	820	
650441	DMT	ROCKERS/DMT	DO	10	150	DH
650440	DMT	BMXXDO /DMT	DO	10	150	DH
650486	ALUM CO OF A	MAYTAG CO PL 2	DO	25	1219	
PEDDLE STOPS: DAVENPORT, IOWA CITY, CEDAR RAPIDS, TOTAL.....					27801	
GRINNELL, KELLOGG, MARENGO, NEWTON, IA.						
DRIVER: BESURE TO ASK AT MAHER BROS IA CITY IF THERE IS ANY WESTBOUND FREIGHT TO BE PICKED UP AND TRANSPORTED TO DM.						
					AN 10 1 48 AM '5	

DES MOINES OFFICE COPY

No. 2591

1980

EXHIBIT No. 38

[fol. 2592]

DES MOINES TRANSPORTATION CO.

FROM CHICAGO ILL TO DES MOINES IA DATE 1 3 51 A

DRIVER HINCKLEY TRACTOR TRAILER 82 SEAL NO. 78387/88

DRIVER: BE SURE TO ASK AT XXXX MAHER BROS IA CITY IF THERE IS ANY WESTBOUND FREIGHT TO BE PICKED UP AND TRANSPORTED TO DES MOINESIA.		NO. OF PIECES		REVENUE	
FREIGHT NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. OF PIECES	REVENUE
647663	MARS INC	DODGE CANDY		11	374
647664	DO	H LEISEROWITZ CO		44	1591
647665	DO	SERVICE CANDY		44	1553
647667	DO	VETS HOSPITAL/CNTN		4	147
647668	DO	R GARRISON		16	600
647670	DO	MYERS COX		16	576
647673	DO	TRI STATE THEA CORP		40	560
647675	DO	WINSTON NEWELL		99	3386
647676	DO	NILES JONES		60	2114
647677	DO	GORDONS WHL		35	1215
647645	SOLA ELEC CO	STD NEON SPLY		35	997
647674	MARS INC	WESTERN GROCER	MASON CY	8	281
647669	DO	HUSHAW CANDY	CLR LKE	11	351
647666	DO	MYERS COX	MASON CY	6	220
647581	REPUBLIC RBR CO	GLOBE MACHY SPLY	DAVENPORT	3	224
647592	LANDERS F CLARK	GRAYBAR ELECCO	DO	7	210
649647	NOVADEL AGENE	INTNTL MILLING	DO	10	170
649683	OAK MFG CO	R C A DIST CO	DO	75	560
647696	ERNE CRANE CO	J W DARRAGH PLBG	UNIV HGHTS	3	650
647642	GENERAL FOODS	SELF SERV GROC	IOWA CY	6	149
647641	DO	WHITEWAY SPR MT	IOWA CITY	6	149
647648	U S TOBACCO	RACINES	DO	7	67
647570	WCHROEDER PAINT	PGH PLT GLASS	DO	1	225
647658	MARS INC	S S KRESGE	DO	4	135
647660	DO	RACINES CO	DO	7	253
647659	DO	HOUSE OF PIPER	DO	13	464
647662	DO	J NASH GROC	DO	13	473
647661	DO	GRAFS BOTT WKS	DO	7	253
647584	H WEIS MFG CO	WAGNER CONWELL	DO	2	134
649670	J M HUBER CORP	PRESS CITIZEN	DO	4	140
649722	B HELLER CO	SWANSK BARRY	DO	1	90
647559	EX CELL O CORP	MIDWST MTL STMPG	KELLOGG	2	262
647569	KROHLER MFG CO	RATZELS FURN	MARENGO	5	433
649454	H & K APPL CO	STYLE/ECONOMY CL	DO	1	300
649637	GRIFFITH LABS	MARENGO ICE CO	DO	14	931
647627	LONGMANS GREEN	COLLEGE BK STR	GRINNELL	3	115
647572	J C PENNEY CO	J C PENNEY CO	DO	3	117
647704	DELCO PRODS	MAYTAG CO	NEWTON IA	2	4752
PEDDLE STOPS: DAVENPORT, IOWA CITY, KELLOGG, MARENGO, GRINNELL, NEWTON IA.				TOTAL.....	26568

CS

1981

EXHIBIT No. 39

[fol. 2593]

DES MOINES TRANSPORTATION CO.

FROM CHICAGO ILL TO KELLOGG IOWA DATE 1 24 52A

DRIVER Reiman TRACTOR 268 TRAILER 143 SEAL NO. 7308/09

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
A143872	FAULTLESS CASTR	MIDWST MTL STMPG	KELLOGG	4	1094	
A243872	TILLOTSON RBR	MIDWST MTL STMPG	DO	2	46	
A243873	BRIDGPRT BRASS	DO	DO	3	848	
THIS IS ANOTHER MANIFEST ON THE SAME TRLR THAT CARRIED FRT FOR DES MOINES, DAVENPORT, IOWA CITY, CEDAR RAPIDS, & GRINNELL WITH A TOTAL WEIGHT OF 30382#						
<div style="text-align: center;"> <p>25 12 4 57</p> <p>PEDDLE</p> </div>						

1982

EXHIBIT No. 40

[fol. 2594]

DES MOINES TRANSPORTATION CO.

~~CHICAGO ILL~~

FROM CHICAGO ILL TO DAVENPORT IA DATE 21 52 JM

DRIVER TRACTOR TRAILER 102 SEAL NO 804918050

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
A147557	BRISTOL MYERS CO	BOND DRUG	DAVENPORT IA	29	425	
A147490	SUNBEAM CORP	GRAYBAR ELEC	DO	16	112	
A147476	KNAPE & VOGT CO	LOUIS HANSENSONS	DO	3	190	
A147704	PAPER CONTIANER	GREAT WESTERN SUP	DO	40	980	
A247475	CULLIGAN	CULLIGAN	DO	8	504	
A247782	NAVIDICO INC	ONTHANK DAVIDSON	DO	8	176	
A247550	PARENTS	MR MARTIN ALEEN HOTEL	DO	4	112	
A247606	W SALES & LEVENSON	AUTO PTS CO	DO	2	120	
TOTAL WT.....					2,628	
THIS IS ANOTHER MANIFEST TO DAVENPORT IS ON THE SAME TRLR THAT CARRIED CR MARENGO GRINNELL NEWTON A MERCHANDISE-						

PÉDDLE

(P.1983)

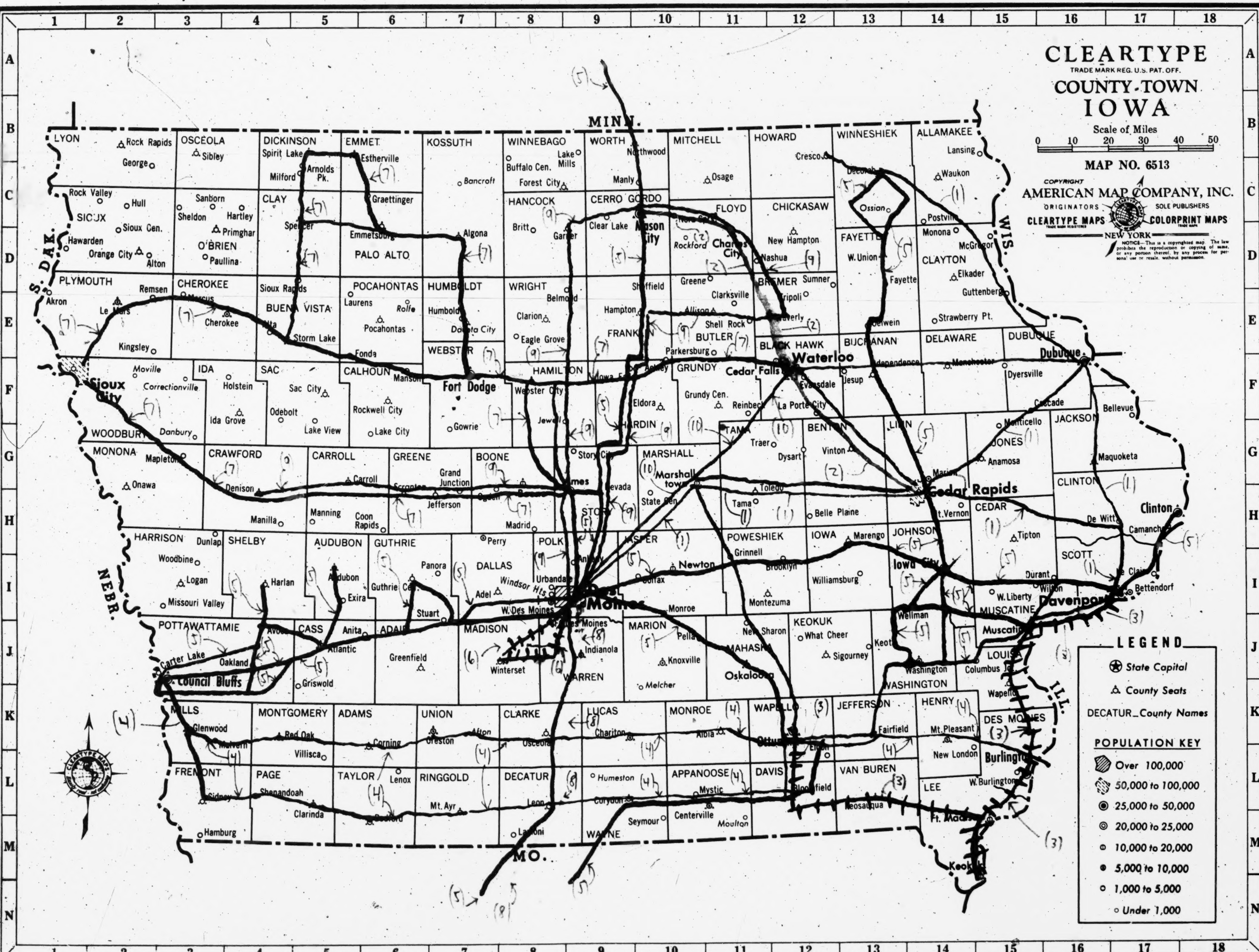
[fol. 2595]

DES MOINES TRANSPORTATION CO.

DRIVER F OSBORNE TRACTOR TRAILER 299 SEAL NO

240

1178



CLEARTYPE
TRADE MARK REG. U.S. PAT. OFF.
COUNTY-TOWN
IOWA

Scale of Miles
0 10 20 30 40 50

MAP NO. 6513

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LEGEND

- State Capital
- County Seats
- DECATUR—County Names

POPULATION KEY

- Over 100,000
- 50,000 to 100,000
- 25,000 to 50,000
- 20,000 to 25,000
- 10,000 to 20,000
- 5,000 to 10,000
- 1,000 to 5,000
- Under 1,000

TONNAGE ON Motor Freight For 1-1-51 To 7-7-51 [fol. 2612]

EXHIBIT No. 51

	POGIE		DES MOINES		KNAUS		LA HERT		MCCOY		TOTALS		WEEKLY TONNAGE	MONTHLY TONNAGE
	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B		
1-5-51	39456	7370	20248	245	8603	675	8520	-	31982	-	102809	8290	111099	
1-18-51	78702	54362	13493	250	20067	1327	16275	-	22813	4288	151347	60227	211574	
1-20-51	25211	13105	17425	100	2047	1620	5714	-	8967	9055	59364	23880	83244	
1-27-51	36926	39099	19830	180	13637	5955	7409	-	23965	12199	101767	57433	159200	
	174295	113936	70996	775	44951	9577	37918	-	87727	25542	415287	179890	565117	565117
	288,231		71,771		53,928		37,918		113,269					
2-6-51	46083	30557	16774	100	13500	2420	6722	-	14819	663	97898	33740	131638	
2-10-51	29633	10068	28821	275	11516	2430	24373	-	6638	2653	100981	15426	116407	
2-17-51	23413	29299	17291	-	5348	3440	865	-	2880	-	49797	32739	82536	
2-24-51	45104	28969	9767	3804	15308	5760	33508	-	50255	965	153942	37498	193440	
	144233	98893	72653	4179	45672	14050	65468	-	74592	4281	402618	121403	524021	524021
	243,126		76,832		59,722		65,468		78,873					
3-7-51	44179	49060	23275	-	17600	8707	18917	-	19988	1868	124019	59635	183654	
3-12-51	66162	23816	19536	30	9757	6590	20818	-	33345	-	149618	30436	180054	
3-17-51	57240	36009	19227	2307	24029	1990	8634	-	24089	-	133219	40303	173522	
3-31-51	31450	20423	4911	-	10791	13323	7453	-	14452	-	69057	33746	102803	
	199031	129308	66949	2334	62237	30610	55822	-	91874	1868	475913	164120	640033	640033
	328,339		69,283		92,847		55,822		93,742					

TONNAGE ON Motor Freight For 1-1-52 to 4-1-52

	PODIE		DES MOINES		KNAUS		IA-NRBR.		M'COY		Motor Cargo		TOTALS		WEEKLY TONNAGE	MONTHLY TONNAGE
	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B	I/B	O/B		
1-5-52	29018	6192	8818	110	3618	1790	4373	-	3206	-	-	-	49033	8022	57055	
1-12-52	45330	42384	69093	-	10786	4833	4713	-	6861	-	12295	-	149078	47217	196295	
1-19-52	30826	35126	16407	183	11739	9071	5380	-	18162	-	1332	-	83846	44380	128226	
1-26-52	23330	73277	21050	-	6755	9078	9741	-	11406	-	1491	-	73773	82355	156128	
	128504	156979	115368	223	32898	24772	24207	-	39635	-	15118	-	355730	181974	537704	537704
	285,483		115,591		57,670		24,207		39,635		15,118					
2-2-52	37962	31736	13726	1000	5123	6641	7763	-	4998	-	1850	-	71422	39377	110799	
2-9-52	37234	32869	18730	2338	7150	6909	7116	-	36265	-	3089	-	109584	42116	151700	
2-16-52	30834	25772	14385	511	12937	3620	27291	-	9681	-	4162	1600	99290	31503	130793	
2-23-52	31549	22889	9848	595	1514	8200	11450	-	16758	-	4538	-	75657	31684	107341	
	137579	113266	56689	4444	26724	25370	53620	-	67702	-	13639	1600	355953	144680	500633	500633
	250,845		61,193		52,094		53,620		67,702		15,239					
3-1-52	35286	20147	23813	718	2734	2855	7055	-	9753	-	5392	-	84093	23790	107883	
3-8-52	24087	17420	28213	-	29610	3721	17174	-	7766	-	3790	-	110700	21141	131841	
3-15-52	22555	21984	16355	-	3642	-	1594	-	8077	-	2864	-	55087	21984	77071	
3-22-52	33691	23526	12458	3284	38	4500	10693	928	14491	-	8405	-	79776	32238	112014	
3-29-52	26525	38638	19041	3224	-	-	7680	-	17614	-	461	-	71321	41862	113183	
	142144	121715	100000	7296	36024	11076	44196	928	57701	-	20912	-	400977	141015	541992	541992
	263,859		107,296		47,100		45,124		57,701		20,912					

TOTAL For Carrier O/B.
TOTAL For Carrier I/B.
TOTAL I/B + O/B (\$ mmo)

342137
517559
859696

7288
210598
217886

54237
152260
206497

-
159208
154208

31691
254193
285884

TOTAL Outbound Tonnage
TOTAL Inbound Tonnage

435353
1,299,818

TOTAL Tonnage Handled

1,729,171

TOTAL For Carrier O/B
TOTAL For Carrier I/B.
TOTAL I/B + O/B (3 mos)

391960
408227
800187

11963
272057
284020

61218
95646
156864

928
133644
134572

-
165038
165038

1600
55431
57031

TOTAL Outbound Tonnage
TOTAL Inbound Tonnage

467,669
1,130,043

TOTAL Tonnage Handled.

1,597,712

1946

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 59324	3/ 3/52	Omaha	Victor	perfex	217
59327	3/ 3/52	"	Altoona	liq insecticide	225
59339	3/ 4/52	"	Minden	packing products	227
59352	3/ 5/52	"	Menlo	oil	589
59421	3/ 5/52	"	Casey	pipe	66
59422	3/ 5/52	Lincoln	Marengo	prtd forms	185
59435	3/ 5/52	Beatrice, Nebr.	Wiota	heater	215
59439	3/ 5/52	Omaha	Underwood	carpet	145
59463	3/ 5/52	"	Des Moines	paper	80
59470	3/ 5/52	"	Neola	candy	60
59487	3/ 6/52	"	Harlan	auto parts	677
59511	3/ 1/52	"	Grinnell	tires	2187
59512	3/ 1/52	"	Davenport	tires	894
59553	3/ 1/52	K.C., Mo.	Newton	vac cleaners	105
59578	3/ 6/52	Omaha	Marne	steel	771
59573	3/ 6/52	Moscow, Idaho	Iowa City	books	270
59595	3/ 6/52	Denver, Colo.	Davenport	envelopes	288
59617	3/ 6/52	Omaha	Brooklyn	engine parts	33
59696	3/ 7/52	"	Atlantic	tires	1200
59697	3/ 8/52	"	Stuart	oil	1308
59716	3/ 8/52	"	Victor	locksets	113
59758	3/10/52	"	Marengo	paper	220
59776	3/10/52	"	Walnut	paint	120
59877	3/10/52	"	Mitchellville	rockers	120
59878	3/11/52	Fort Worth, Tex.	Colfax	iron	96
59923	3/12/52	Omaha	Grinnell	pistons	40
59950	3/12/52	"	Des Moines	flour	1010
59996	3/13/52	"	Grinnell	kitchen cabinet	78
60245	3/18/52	"	Atlantic	groc	240
60463	3/24/52	"	Harlan	iron	1516
60536	3/25/52	"	Avoca	washer	142
60540	3/25/52	"	Marne	coffee	202
60550	3/25/52	"	Brooklyn	cross arms	1914
60569	3/25/52	"	Des Moines	rubber hose	80
60627	3/26/52	"	Colfax	scouring pwdr	134
60634	3/26/52	"	Newton	shoe dressing	80
60635	3/26/52	"	Grinnell	" "	50
60636	3/26/52	"	Marengo	" "	73
60640	3/26/52	"	Wiota	anti-freeze	399
60648	3/26/52	"	Iowa City	linoleum	530
60652	3/27/52	"	Neola	soap pwdr	298
60655	3/26/52	"	Corley	" "	360
60689	3/27/52	"	Harlan	" "	1581
60693	3/27/52	"	Menlo	hardware	366
60700	3/27/52	"	Stuart	imp parts	495
[fol. 2568]					
OM 60805	3/29/52	"	Davenport	engine	1550
60807	3/29/52	"	Adair	hardware	174
60808	3/29/52	"	Anita	hardware	142
60809	3/29/52	"	Stuart	"	85
60813	3/29/52	"	Ladora	coffee	408
60843	3/29/52	"	Corley	moulding	100
60844	3/29/52	"	Wiota	batteries	121
60881	3/31/52	"	Casey	screen	Min.
60926	3/31/52	"	Marne	welding rod	250
60933	3/31/52	Lincoln	Grinnell	candy	51

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
OM 60958	3/31/52	Omaha	Dexter	jugs	57
60981	4/ 1/52	"	Des Moines	pump	543
60983	4/ 1/52	"	Atlantic	chest	95
60984	4/ 1/52	"	Stuart	hardware	226
60990	4/ 1/52	"	Avoca	imp	344
61019	4/ 1/52	"	Anita	tires	520
61024	4/ 1/52	"	Casey	wall paper	102
61025	4/ 1/52	"	Adair	clg comp	50
61040	4/ 2/52	"	Oakland	washers	561
61117	4/ 3/52	"	Marne	soap	421
61119	4/ 3/52	"	Neola	soap	308
61209	4/ 4/52	"	Harlan	sheet steel	606
61273	4/ 5/52	"	Walnut	paint	524
61341	4/ 7/52	"	Newton	chemicals	47
61342	4/ 7/52	"	Iowa City	chemicals	628
61357	4/ 7/52	"	Grinnell	tlr prpe	48
61368	4/ 7/52	"	Wiota	tank	1302
61386	4/ 8/52	"	Neola	pipe	265
61419	4/ 9/52	"	Davenport	chemicals	285
61538	4/10/52	"	Corley	hardware	178
61592	4/10/52	"	Iowa City	wheat germ	261
61597	4/10/52	"	Newton	beauty sply	65
61599	4/10/51	Lincoln	Grinnell	prtd forms	220
61664	4/12/52	Omaha	Colfax	liq wax	174
61726	4/14/52	Atlantic	Omaha	used tires	245
61772	4/15/52	Omaha	Minden	cable	80
61826	4/15/52	"	Atlantic	groceries	400
61836	4/16/52	"	Neola	glassware	Min.
61845	4/16/52	Malad, Idaho	Bettendorf	imp	190
61857	4/16/52	Omaha	Dexter, Ia.	welding rod	100
61864	4/16/52	Dallas Tex,	Grinnell	clothing	100
61867	4/16/52	Omaha	Brooklyn	iron	280
61868	4/16/52	"	Adair	weed killing comp	285
61869	4/16/52	"	Casey	coffee	406
61882	4/17/52	Sioux Falls, S.D.	Brooklyn	candy	120
61888	4/17/52	Omaha	Anita	pipe and fittings	360
61907	4/18/52	"	Mitchellville	vanilla	800
61912	4/17/52	"	Stuart	chains	158
61928	4/18/52	"	Avoca	pwoer mower	135
61931	4/18/52	"	Walnut	windmill	210
61953	4/19/52	"	Des Moines	beauty sply	50
61956	4/19/52	"	Anita	tires	200
61989	4/19/52	"	Iowa City	shoe repairs	151
61995	4/19/52	"	Oakland	candy	162
62001	4/19/52	"	Harlan	pipe and fittings	202

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[fol. 2569]

EXHIBIT No. 32

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
DM 19965	9/27/51	LaCrosse, Wisc.	Grinnell	shoes	Min.
19970	9/27/51	Chicago	Colfax	groceries	109
19971	9/27/51	Chicago	Anita	paper cords	37
19974	9/27/51	St. Joe, Mo.	Stuart	candy	402
19976	9/27/51	Stanley, Wisc.	Victor	suit cases	70
19981	9/27/51	St. Louis, Mo.	Grinnell	light fixtures	3712
19985	9/27/51	Des Moines	Omaha	food	130
19986	9/27/51	Mitchellville	Sioux Falls, S.D.	flavor	625
19987	9/28/51	Des Moines	York, Nebr.	tires	607
19988	9/28/51	"	S. Omaha, Nebr.	Tires	900
19991	9/28/51	"	Omaha	steel barrels	270
19992	9/28/51	Stuart, Iowa	Omaha	oil drums	2220
19993	9/28/51	St. Louis, Mo.	Atlantic, Ia.	clothing	65
20013	9/28/51	K. C., Mo.	Stuart, Ia.	vacuum pump	Min.
20016	9/28/51	St. Louis, Mo.	Grinnell	diathermy appts	280
20017	9/28/51	Cinti, O.	Dexter	prtd cards	86
20020	9/28/51	K. C. Mo.	Dexter	storm sash	296
20060	9/28/51	D. Moines, Ia.	Gr. Rpd. Mich.	tires	862
20061	9/28/51	"	Pittsburgh, Pa.	tires	2141
20062	9/28/51	"	Euclid, O.	tires	5078
20063	9/28/51	Mitchellville, Ia.	Malme, Ill.	flavor	1125
20064	9/28/51	"	Galesburg, Ill.	"	225
20065	9/28/51	"	Gering, Nebr.	flavor	625
20081	9/29/51	Wichita, Kansas	Grinnell, Ia.	co nc mix mach	240
20083	9/29/51	K. C., Mo.	Adair, Ia.	sash	110
20084	9/29/51	St. Joe, Mo.	Menlo	or sp9	74
20086	9/29/51	St. Louis, Mo.	W. Liberty	iron pipe	1840
20089	9/29/51	Chgo.	Stuart, Ia.	clothing	60
20104	9/29/51	St. Louis, Mo.	Newton	metal	58
20132	10/ 1/51	Henderson, Ky.	Atlantic	cotton pants	99
20138	10/ 1/51	Rockford, Ill.	Omaha	pulleys	70
20140	10/ 1/51	Des Moines	Detroit, Mich.	tires	476
20146	10/ 1/51	Lincoln, Nebr.	Adair, Ia.	traffic signs	365
20151	10/ 1/51	L. A., Calif.	Grinnell, Ia.	clothing	477
20152	10/ 1/51	Omaha	Marengo	hand truck	167
20187	10/ 1/51	Mitchellville, Ia.	Alpena, Mich.	flavor	250
20188	10/ 1/51	"	Lansing, Mich.	fruit juice	390
20189	10/ 1/51	"	Cleveland, O.	dessert prep	106
20190	10/ 1/51	"	Grand Jct., Colo.	flavor	375
20191	10/ 1/51	"	Hutchinson, Kans.	flavor	450
20196	10/ 2/51	Des Moines, Ia.	Chicago	tire treads	6960
20201	10/ 2/51	Chicago	Colfax	auto parts	143
20225	10/ 2/51	St. Louis, Mo.	Casey	Cotton goods	55
20226	10/ 2/51	"	Anita	drugs	107
20254	10/ 2/51	Mitchellville, Ia.	Atlanta, Ga.	dessert prep	210
20255	10/ 2/51	"	Knoxville, Tenn.	"	105
20256	10/ 2/51	"	Lansing, Mich.	frozen juice	390
20259	10/ 3/51	Des Moines, Iowa	Detroit, Mich.	tires	3677
20261	10/ 3/51	Des Moines, Iowa	York, Nebr.	tires	105
20264	10/ 3/51	Des Moines, Iowa	Omaha, Nebr.	tires	1631
20267	10/ 3/51	K. C., Mo.	Stuart, Iowa	coffee	125
20276	10/ 3/51	Maryville, Mo.	Brooklyn	tire chains	192
20277	10/ 3/51	Des Moines, Ia.	Omaha	oil	900
20279	10/ 3/51	"	Ogallala, Neb.	tires	3435

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
DM 20280	10/ 3/51	Hoppins, Minn.	Grinnell	agri imp	270
20281	10/ 3/51	Merrill, Wisc.	Colfax	shoes	134
20284	10/ 3/51	K. C., Mo.	Altoona, Ia.	drugs	151
20285	10/ 3/51	Decatur, Ill.	Mitchellville	drugs	95
20297	10/ 3/51	St. Louis, Mo.	Anita	cotton hose	50
20299	10/ 3/51	Mitchellville	Evansville, Ind.	flavor	135
20300	10/ 3/51	D. Moines, Ia.	Appleton, Wisc.	camelback	1122
20310	10/ 4/51	"	York, Nebr.	tires	56
20314	10/ 4/51	St. Louis, Mo.	Casey	notions	50
20332	10/ 4/51	Portland, Ore.	Ladora, Ia.	wire goods	260
20363	10/ 4/51	Mitchellville	Gr. Rpd., Mich.	dessert prp	65
20419	10/ 5/51	Omaha	Marengo	tubes	35
20425	10/ /51	Omaha	W. Liberty	heater	162
20457	10/ 5/51	St. Louis, Mo.	Anita	drugs	1553
20461	10/ /51	Mitchellville, Ia.	Jackson, Mich.	fruit juice	390
20470	10/ 6/51	Minneapolis, Minn.	Brooklyn, Ia.	clothing	178
[fol. 2570]					
DM 20471	10/ 6/51	Minneapolis, Minn.	Dexter, Ia.	tire chains	56
20478	10/ 6/51	St. Paul, Minn.	Victor	wood tanks	200
20549	10/ 8/51	Joliet, Ill.	Anita, Ia.	wallpaper	45
20575	10/ 8/51	So. Omaha, Nebr.	Marengo	glue	92
20583	10/ 8/51	St. Louis, Mo.	Atlantic	tlt prep	96
20620	10/ 8/51	Mitchellville	Rock Island, Ill.	flavor	375
20630	10/ 9/51	Centralia, Ill.	Marengo	oil stove	590
20669	10/10/51	St. Louis, Mo.	Avoca	thread	83
20673	10/10/51	"	W. Liberty	alum arts	116
20674	10/10/51	"	Colfax	soap	239
20675	10/10/51	Mpls, Minn.	Brooklyn	canned fruit	710
20701	10/10/51	St. Louis, Mo.	Oakland	candy	40
20718	10/10/51	Mitchellville	Hartford Conn.	dessert prep	105
20743	10/11/51	Danville, Ill.	Menlo	rubber cement	50
20750	10/11/51	Peoria, Ill.	W. Liberty	hardware	200
20760	10/11/51	K. C., Mo.	Grinnell	Oil	312
20771	10/11/51	Mitchellville, Ia.	Cleveland, O.	dessert prep	210
20787	10/12/51	Dassel, Minn.	Brooklyn	hen nests	169
20788	10/12/51	"	Mitchellville	"	60
20790	10/12/51	Nashville, Ill.	Victor	refrig	315
20846	10/13/51	Centralia, Ill.	Marengo	oil stove	270
20888	10/15/51	Chicago	Wiota	books	185
20892	10/15/51	K. C., Mo.	Avoca	drugs	86
20930	10/15/51	"	Walnut	tlt pep	94
20933	10/15/51	St. Louis	Iowa City	fixtures	58
20948	10/15/51	Mitchellville	Washington, D. C.	food color	220
21002	10/16/51	Valley Park, Mo.	Victor	tables	34
21055	10/17/51	St. Louis	Avoca	shoes	42
21065	10/17/51	Mitchellville	Washington, D. C.	dsert prep	353
21100	10/18/51	Rock Island	Mitchellville	imp parts	579
21194	10/19/51	Mitchellville	Amarillo, Tex.	flavor	106
21195	10/19/51	Colfax	Milwaukee, Wisc.	tank	114
21228	10/20/51	Cinti, O.	Menlo	tlt prep	75
21253	10/20/51	K. C., Mo.	Marengo	calendars	135
21280	10/22/51	Coffeyville, Kans.	Marengo	cables	50
21324	10/22/51	Mitchellville, Ia.	Cleveland, O.	dsrt prep	210
21342	10/23/51	St. Louis, Mo.	Brooklyn	fittings	550
21350	10/23/51	Lincoln	W. Liberty	feeder	185

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IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
DM 21384	10/24/51	Duluth, Minn.	Mitchellville	flavor	26
21417	10/24/51	Mitchellville	Cicero, Ill.	dsrt prep	210
21469	10/25/51	Lebanon, Mo.	Stuart,	rockers	225
21480	10/25/51	Omaha	Victor	oil	750
21546	10/26/51	Mitchellville	Spokane, Wash.	dsrt prp	125
21675	10/29/51	St. Louis, Mo.	Atlantic, Ia.	flt prpe	108
21705	10/29/51	K. C. Mo.	Marengo, Ia.	bgs quebracho	500
21715	10/29/51	Mitchellville	Colo. Spring, Colo.	flavor	625
21738	10/30/51	Maryville, Mo.	Victor	chains	394
21768	10/30/51	Mitchellviell	Augusta, Ga.	dsrt prp	105
21816	10/31/51	St. Joe, Mo.	Menlo	or sp 85	123
21870	11/ 1/51	Omaha	W. Liberty	tires	50
21896	11/ 1/51	St. Louis, Mo.	Ladora, Ia.	school supplies	199
21932	11/ 1/51	Mitchellville,	Omaha	flavor	625
21996	11/ 2/51	Mitchellville,	Phila, Pa.	dsrt prep	53
22011	11/ 3/51	St. Louis, Mo.	Avoca	dry goods	Min
22026	11/ 3/51	K. C., Mo.	Mitchellville	cards	53
22065	11/ 5/51	Chicago	Stuart, Ia.	cables	65
22094	11/ 5/51	Peoria, Ill.	Victor	feed	306
22103	11/ 5/51	Mitchellville	Moline, Ill.	flavor	1125
22176	11/ 6/51	St. Louis, Mo.	Adair	notions	300
22272	11/ 8/51	Joplin, Mo.	Marengo	chairs	100
22295	11/ 8/51	Mitchellville	Duluth, Minn.	Dsrt prep	105
22317	11/ 9/51	St. Louis, Mo.	Victor	feed	208
22368	11/10/51	St. Louis, Mo.	Mitchellville	calendars	62
22430	11/12/51	Albert Lea, Minn.	Colfax	stoves	165
22480	11/12/51	Mitchellville, Ia.	Champaign, Ill.	flavor	1250
22486	11/13/51	Marshall, Minn.	Brooklyn	T.V. Tower	300
22523	11/13/51	Mitchellville	Rock Island	flavor	625
22536	11/14/51	K. C., Mo.	Dexter, Iowa	dry goods	65
[fol. 2571]					
DM 22598	11/15/51	K. C., Mo.	West Liberty	drugs	70
22661	11/16/51	Sturgis, Mich.	Mitchellville	prtd paper	75
22699	11/17/51	Chicago	Altoona	bandages	46
22728	11/19/51	K. C., Mo.	Marengo	ruebrachs	400
22780	11/19/51	Mitchellville	Knoxville	drt prpes	105
22806	11/20/51	St. Louis, Mo.	Iowa City	yeast	111
22807	11/20/51	St. Louis, Mo.	Newton	transformers	1659
22842	11/21/51	Minneapolis, Minn.	Wiota	T.V. Set	160
22860	11/21/51	St. Louis, Mo.	Marengo	thread	105
22921	11/23/51	Minneapolis, Minn.	W. Liberty	carbon lens	55
22971	11/23/51	Mitchellville	Cleveland	dsrt prep	210
23030	11/26/51	St. Louis, Mo.	Victor	animal feed	104
23069	11/26/51	Mitchellville	Liberal, Kans.	flavor	625
23012	11/27/51	Milw., Wisconsin	Wiota	toys	60
23154	11/29/51	St. Louis, Mo.	Altoona	drugs	145
23186	11/29/51	Mitchellville	Little Rock, Ark.	fruit juice	390
23245	11/30/51	"	Kansas City, Kans.	dsrt prep	105
23265	12/ 1/51	Denver, Colo.	Marengo	suit cases	414
23330	12/ 3/51	Mitchellville	Washington, D. C.	dessert prep	250
23356	12/ 4/51	Omaha	Brooklyn	tires	82
23394	12/ 5/51	Peoria, Ill.	Mitchellville	drugs	100
23448	12/ 6/51	St. Joe, Mo.	W. Liberty	or sp 47	111
23488	12/ 6/51	Mitchellville	Denver, Colo.	flavor	130
23513	12/ 7/51	Kansas City, Kans.	Mitchellville	essentralube	125
23534	12/ 8/51	Peoria, Ill.	W. Liberty	tele,	201

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
DM 23651	12/11/51	K. C., Mo.	Victor	screens	44
23656	12/11/51	Sheb. Wisc.	Mitchellville	lavatory	65
23719	02/13/51	Morton, Il.	Marengo	Hardware	2220
23799	12/14/51	Mitchellville	Okla. City, Okla.	dsrt prep	118
23802	12/15/51	Bradford, Ill.	Victor	harrow	637
23841	12/17/51	St. Louis, Mo.	Marengo	thread	81
23958	12/19/51	St. Louis, Mo.	Colfax	tlt prep	39
24027	12/21/51	Mpls, Minn.	Mitchellville	ppr rolls8	Min.
24053	12/21/51	Mitchellville	Portsmouth, O.	dsrt prep	217
24087	12/26/51	Portsmouth, O.	Brooklyn	shoes	93
24189	12/28/51	K. C., Mo.	Iowa City	copper wire	136
24228	12/29/51	K. C., Mo.	Victor	mac not prp	155
24257	12/31/51	St. Louis, Mo.	Mitchellville	Drugs	200
24325	1/ 2/52	Mitchellville	K. C., Mo.	dessert prep	210
24372	1/ 4/52	LaCrosse, Wisc.	Brooklyn	shoes	141
24404	1/ 5/52	Peoria, Ill.	Colfax	elevator	1700
24455	1/ 7/52	Mitchellville	Washington, D. C.	dsrt prep	125
24507	1/ 9/52	Mpls, Minn.	Mitchellville	med sply	Min.
24597	1/11/52	Mpls, Minn.	Mitchellville	mlding	Min.
24641	1/12/52	St. Joe, Mo.	Colfax	ov sp- 723	156
24729	1/15/52	Mpls, Minn.	Mitchellville	tissues	Min.
24813	1/16/52	Mitchellville	Denver	frzon juice	468
24818	1/17/52	Chicago	Colfax	auto parts	207
24909	1/19/52	Omaha	Marengo	pictures	66
24987	1/21/52	Mpls, Minn.	Colfax	fruit in glass	190
25008	1/21/52	Mitchellville	Washington, D. C.	dsrt prp	250
25022	1/22/52	Warsaw, Ind.	W. Liberty	detergent	100
25099	1/23/52	Mitchellville	Midland, Mich.	steel drums	100
25160	1/24/52	Frankfort, Ky.	W. Liberty	clothing	85
25239	1/25/52	Citi, Ohio	Marengo	drums	128
25310	1/28/52	St. Joe, Mo.	Colfax	overalls	89
25340	1/28/52	Omaha	Ladora	wel der parts	140
25462	1/30/52	Maryville, Mo.	Brooklyn	tire chains	184
25598	2/ 1/52	Peoria, Ill.	Mitchellville	drugs	100
25625	2/ 1/52	Bradford, Ill.	Marengo	harrow	2468
25755	2/ 4/52	Mitchellville	Sioux Falls, S. D.	flavor	625
25768	2/ 5/52	Mpls, Minn.	Victor	paper	80
25859	2/ 6/52	K. C., Mo.	Brooklyn	novelties	Min.
25971	2/ 8/52	St. Louis, Mo.	Mitchellville	chemicals	31
25972	2/ 8/52	Bayport, Minn.	Colfax	stl shdways	30
26055	2/ 9/52	Nennah, Wisc.	W. Liberty	paper	58
26067	2/11/52	Nash, Tenn.	Victor	cltohing	176
26205	2/13/52	Maryville, Mo.	Brooklyn	tire chains	340
[fol. 2572]					
DM 26272	2/14/52	Racine, Wisc.	Victor	drawbars	43
26381	2/15/52	Mitchellville	Cleveland, O.	dessert prep	210
26464	2/18/52	Mitchellville	Portsmouth, O.	"	217
26654	2/21/52	Mitchellville	Denver, Colo.	"	148
26680	2/22/52	K. C., Mo.	Colfax	chinaware	95
26748	2/23/52	St. L., Mo.	Marengo	shoes	215
26917	2/26/52	Mpls, Minn.	W. Liberty	hardware	80
27048	2/28/52	St. Louis, Mo.	Colfax	thread	120
27000	2/27/52	K. C., Mo.	Altoona	medicine	59
27052	2/28/52	Chicago	Mitchellville	dried veg.	127
27056	2/28/52	Red Wing, Minn.	Victor	shoes	120
27087	2/28/52	Mitchellville	Milan, Il.	drt prep	105

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IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
DM 27111	2/29/52	St. Louis, Mo.	Marengo	insecticide	245
27160	3/ 0/52	Beatrice	Victor	glass	205
27239	3/ 3/52	Mitchellville	Washington, D. C.	dsrt prp	500
27319	3/ 5/52	Irene, S. Dak.	Ladora	oats	1000
27372	3/ 6/52	Mitchellville	Watertown, S. D.	flavor	250
27446	3/ 7/52	Seward, Nebr.	W. Liberty	Barrles	990
27479	3/ 8/52	K. C., Mo.	Altoona	paint	204
27502	3/ 8/52	St. Louis, Mo.	Brooklyn	switches	341
27583	3/11/52	Nash., Tenn.	Marengo	shirts	74
27703	3/13/52	Brooklyn, NY	Brooklyn, Ia.	wood boiler	180
27715	3/13/52	San Bruno, Calif.	Mitchellville	labels	125
27781	3/14/52	Splfd., Ill.	Marengo	brackets	454
27868	3/15/52	Providence, Ky.	Victor	Notions	143
27869	3/ 1/552	"	Mitchellville	"	143
27870	3/15/52	"	Colfax	"	143
27873	3/15/52	Grandville, Mich.	Ladora	oil	3860
27915	3/17/52	Mitchellville	Liberal, Kans.	flavor	876
28012	3/19/52	Mitchellville	Sterling, Colo.	frozen juice	390
28195	3/22/52	St. Louis, Mo.	Colfax	shoes	59
28275	3/24/52	Chicago	Altoona	vac cleaners	86
28274	3/24/52	Mitchellville	E. St. Louis, Mo.	dsrt prep	105
28316	3/25/52	Lebanon, O.	Brooklyn	flower bulbs	72
28373	3/26/52	Mitchellville	Hays Center	flavor	110
28692	3/31/52	Mitchellville	Omaha	flavor	4787
28872	4/ 2/52	Mitchellville	Washington, D. C.	dsrt prep	155
28965	4/ 4/52	Ft. Scott, Kans.	Victor	work clothing	132
29021	4/ 5/52	Rock Island, Ill.	Mitchellville	wheel weights	578
29115	4/ 7/52	St. Louis, Mo.	Brooklyn	groceries	173
29241	4/ 9/52	Mitchellville	Gering, Nebr.	flavor	625
29251	4/ 9/52	Albert Lea, Minn.	Victor	wather heater	218
29260	4/ 9/52	Waupaca, Wisc.	Colfax	hand truck	151
29266	4/ 9/52	Dassel, Minn.	Brooklyn	hen nests	74
29333	4/10/52	Winona, Minn.	Ladora	groceries	6479
29337	4/10/52	St. Louis, Mo.	Mitchellville	chemical	32
29417	4/11/52	Mitchellville	Peoria, Ill.	flavor	1500
29563	4/14/52	Mitchellville	Duluth, Minn.	drt prep	105
29581	4/15/52	K. C., Mo.	Brooklyn	stencil mah	113
29686	4/16/52	Omaha	Victor	Imp	86
29755	4/17/52	Chicago	Altoona	paint	410
29760	4/17/52	Mitchellville	Srpingfield, Ill.	flavor	625
29883	4/19/52	K. C., Mo.	Colfax	Oil	767

[fol. 2573]

EXHIBIT No. 33

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro. No.	Date	Origin	Destination	Commodity	Weight
CH 167907	9/27/51	Chicago	Des Moines	wood baskets	1320
167908	9/27/51	"	Iowa City	cotton towels	246
167919	9/27/51	"	Co. Bluffs	cloth tape	47
167925	9/27/51	"	Davenport	outlet boxes	768
167926	9/27/51	"	Iowa City	pcanuts	130
167929	9/27/51	"	Grinnell	alum. mldg.	60
167932	9/27/51	"	Brooklyn	groceries	625
167950	9/27/51	"	Newton	cheese spreads	215
168030	9/28/51	"	Harlan	wire	525

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
CH 168077	10/ 1/51	Chicago	Coralville	confectionery	286
168128	10/ 1/51	"	Atlantic	peanut oil	471
168189	10/ 2/51	Philadelphia	Neola	transformer	1750
168203	10/ 2/51	Chicago	Oakland	roof cement	400
168228	10/ 2/51	"	Casey	batteries	105
168249	10/ 2/51	"	Durant	soap	65
168263	10/ 2/51	"	Harlan	coffee	178
168274	10/ 3/51	Oshkosh, Wisc.	Brooklyn	pads	147
168329	10/ 3/51	Chicago	Durant	groceries	158
168342	10/ 3/51	"	Durant	lead pipe	1537
168374	10/ 3/51	"	Stuart	notions	190
168376	10/ 4/51	"	Harlan	wallpaper	195
168425	10/ 4/51	"	W. Liberty	groceries	247
168439	10/ 4/51	"	Iowa City	"	169
168509	10/ 4/51	"	Durant	iron castings	70
168511	10/ 4/51	"	Grinnell	syrup flavor	355
168513	10/ 4/51	"	Durant	power pump	846
168530	10/ 4/51	"	Marengo	notions	212
168563	10/ 5/51	"	Newton	candy	188
168568	10/ 5/51	"	Co. Bluffs	auto parts	185
168614	10/ 5/51	"	Davenport	baskets	440
168619	10/ 5/51	"	Avoca	groceries	217
168625	10/ 5/51	"	Wilton Jct.	fencing	5418
168629	10/ 5/51	"	Colfax	peanuts	130
168635	10/ 5/51	"	Adair	groceries	179
168636	10/ 5/51	"	Atlantic	"	370
168671	10/ 8/51	"	Davenport	Rivets	39
168672	10/ 8/51	Philadelphia	Neola	bars	108
168702	10/ 8/51	Chicago	Durant	furnace castings	125
168707	10/ 8/51	"	Des Moines	radiator cores	780
168710	10/ 8/51	"	Mitchellville	egg albumen	251
168806	10/ 9/51	"	Neola	school books	120
168813	10/ 9/51	"	Durant	lead pipe	925
168821	10/ 9/51	"	Oakland	notions	175
168832	10/10/51	Evansville, Ind.	Dexter	water heater	215
168702	10/ 8/51	Chicago	Brooklyn	notions	272
168921	10/10/51	"	Atlantic	groceries	234
168925	10/10/51	"	Marengo	notions	118
168943	10/10/51	"	Wilton Jct.	T.V. Set	80
168976	10/10/51	"	Davenport	groceries	540
168977	10/11/51	"	Des Moines	"	1080
168982	10/11/51	"	Omaha	bolts	56
169006	10/11/51	"	Harlan	shirts	50
169007	10/11/51	"	Victor	notions	360
169012	10/11/51	"	Iowa City	garner	164
169013	10/11/51	"	Avoca	peanuts	99
169014	10/11/51	"	Coralville	"	140
169018	10/11/51	"	Altoona	bakery goods	40
169030	10/11/51	"	Atlantic	groceries	438
169058	10/12/51	"	Colfax	rubber sheet	26
169121	10/12/51	"	Brooklyn	wallpaper	255
169122	10/12/51	"	Newton	notions	480
169129	10/12/51	"	Brooklyn	notions	265
169140	10/12/51	"	Brooklyn	groceries	278
169235	10/15/51	"	Coralville	stations supplies	90
169247	10/15/51	"	Colfax	dry goods	125

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IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
CH 169250	10/15/51	Chicago	Marengo	candy	365
169260	10/15/51	"	Brooklyn	garden bulbs	170
169277	10/15/51	"	Brooklyn	groceries	82
169328	10/16/51	Indnpls., Ind.	Neola	crmelback	103
169332	10/16/51	Chicago	Bettendorf	oil	884
[fol. 2374]					
CH 169333	10/16/51	Chicago	Newton	chromic acid	1188
169346	10/16/51	"	Davenport	meats	550
169350	10/16/51	"	Avoca	drugs	341
169352	10/16/51	"	Durant	dry compound	100
169396	10/16/51	"	Atlantic	mince meat	216
169453	10/17/51	"	Harlan	spring mattress	75
169458	10/17/51	"	Iowa City	notions	64
169461	10/17/51	"	Coralville	caramel apples	200
169510	10/17/51	"	Dexter	separator	197
169513	10/17/51	"	Minden	food curing comp	423
169679	10/19/51	"	Harlan	peanuts	78
169687	10/19/51	"	Stuart	notions	235
169690	10/19/51	"	Avoca	groceries	264
169693	10/19/51	"	Walnut	"	393
169697	10/19/51	"	Anita	"	346
169699	10/19/51	"	Victor	notions	90
169715	10/18/51	"	Durant	power pump	824
169717	10/19/51	"	Mitchellville	gum arabic	900
169725	10/22/51	Baraboo, Wisc.	W. Liberty	dual dutyo	82
169761	10/22/51	Chicago	Atlantic	clothing	244
169762	10/22/51	"	Grinnell	dairy symp	355
169767	10/22/51	"	Mitchellville	veg gum	314
169809	10/22/51	"	Harlan	groceries	506
169832	10/23/51	Alliance, O.	Davenport	elec appliances	168
169864	10/23/51	Akron, Ohio	Marengo	notions	190
169938	10/23/51	Chicago	Avoca	drugs	65
169941	10/23/51	"	Brooklyn	batteries	210
169954	10/24/51	Battle Creek, Neb.	Walnut	imp	195
169963	10/24/51	Sandwich, Ill.	Brooklyn	pump	122
169983	10/24/51	Chicago	Mitchellville	egg albumen	500
170004	10/24/51	Menasha, Wisc.	Wilton Jct.	cellu wrps	152
170025	10/24/51	Chicago	Coralville	peanuts	275
170130	10/25/51	Chicago	Newton	groceries	276
170131	10/25/51	"	Grinnell	"	94
170139	10/25/51	"	Colfax	dry goods	105
170156	10/25/51	"	Atlantic	groceries	194
170158	10/25/51	"	Victor	notions	340
170192	10/26/51	"	Harlan	candy	473
170206	10/26/51	"	Walnut	receiving sets	227
170240	10/29/51	"	Menlo	shoes	86
170299	10/29/51	"	Colfax	ilt prep	231
170367	10/30/51	"	Avoca	imp	950
170389	10/30/51	"	Neola	jelly	205
170400	10/30/51	"	Brooklyn	notions	469
170409	10/30/51	"	Coralville	lavatories	94
170412	10/30/51	"	Harlan	med cabinets	184
170452	10/31/51	Grand Rpd., Mich.	Marengo	chair backs	70
170484	10/31/51	Chicago	Stuart	notions	195
170521	10/31/51	"	Walnut	groceries	180
170549	11/ 1/51	E. Pittsbrg., Pa.	Wilton Jct.	elec equipment	6094
170578	11/ 1/51	Chicago	Stuart	dry goods	269

IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
CH 170655	11/ 2/51	Chicago	Atlantic	hospital sply	103
170698	11/ 2/51	"	Wilton Jct.	insecticide	146
170745	11/ 5/51	"	Anita	batteries	263
170746	11/ 6/51	"	Victor	"	210
170867	11/ 7/51	"	Avoca	groceries	214
170880	11/ 7/51	Eau Claire, Wisc.	Durant	calendars	66
170901	11/ 7/51	Chicago	Altoona	bakery goods	50
170926	11/ 7/51	"	Walnut	candy	68
170937	11/ 7/51	"	Adair	groceries	255
170938	11/ 8/51	"	Brooklyn	"	388
171094	11/ 9/51	Cleveland, O.	Homestead	Wire	84
171017	11/ 8/51	Chicago	Brooklyn	candles	170
171146	11/ 9/51	"	Neola	groceries	390
171187	11/12/51	New Bradford, Mass.	Minden	tire repair	86
171189	11/12/51	Racine, Wisc.	Marengo	soap	150
171192	11/12/51	Mil., Wisconsin	Durant	toys	450
171205	11/12/51	Chicago	Mitchellville	egg albumen	250
[fol. 2575]					
CH 171292	11/13/51	Chicago	Brooklyn	ice cream cones	102
171310	11/13/51	"	Coralville	peanuts	226
171318	11/13/51	"	Stuart	electrical equip	408
171345	11/14/51	Rockford, Mich.	Durant	shoes	82
171350	11/14/51	Mishawka, Ind.	Marne	shoes	229
171380	11/14/51	Chicago	Stuart	cards	36
171384	11/14/51	"	Wilton Jct.	T.V. Sets	415
171410	11/14/51	"	Avoca	ilt prep	50
171491	11/15/51	"	Brooklyn	notions	505
171619	11/19/51	Blmngton, Ill.	Brooklyn	vac cleaners	182
171723	11/20/51	Battle Creek, M.	Harlan	bakery goods	275
171729	11/20/51	Dayton, O.	W. Liberty	parts auto	60
171785	11/20/51	Chicago	Atlantic	peanut oil	457
171799	11/20/51	Chicago	Adair	groceries	273
171810	11/20/51	"	Victor	notions	282
171946	11/23/51	Big Rpd., Mich.	Wilton Jct.	Grinder blade	95
172053	11/23/51	Chicago	Brooklyn	notions	334
172112	11/26/51	Milw., Wisc.	Durant	plastic taps	50
172129	11/26/51	Akron, O.	Stuart	bookd	160
172154	11/26/51	Chicago	Mitchellville	egg albumen	252
172212	11/27/51	"	Marengo	paint	150
172274	11/28/51	Centralia, Ill.	Walnut	stove	270
172293	11/28/51	Chicago	Victor	dryer	205
172332	11/28/51	"	W. Liberty	sewer mch	100
172349	11/29/51	Madison, Wisc.	Durant	castings	60
172412	11/29/51	Chicago	Avoca	peanuts	128
172541	11/30/51	"	Bettendorf	foodstuffs	411
172568	12/ 3/51	Kingston, Pa.	Durant	Machy	32
172623	12/ 4/51	Kensola, Wisc.	Marengo	cotton goods	65
172843	12/ 5/51	Chicago	Neola	groceries	249
172990	12/ 6/51	"	Colfax	boxes	1380
177778	2/21/52	"	Anita	scoops	170
177779	2/21/52	"	Adair	"	60
177817	2/21/52	"	Mitchellville	gum arabic	600
177871	2/22/52	"	Brooklyn	seat covers	Min
177893	2/22/52	"	Avoca	furniture	280
177922	2/22/52	"	Dexter	batteries	105
177972	2/25/52	"	Atlantic	groceries	380

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IOWA-NEBRASKA TRANSPORTATION CO., INC.

Pro No.	Date	Origin	Destination	Commodity	Weight
CH 178090	2/26/52	Chicago	Neola	groceries	54
178114	2/27/52	"	Colfax	brackets	267
178242	2/28/52	"	Marengo	candy	357
178311	29/52	"	Minden	shoes	90
178453	3/ 3/52	"	Durant	T.V. Set	85
178535	3/ 4/52	"	Avoca	peanuts	99
178541	3/ 4/52	"	Harlan	coffee	115
178544	3/ 4/52	"	Oakland	notions	205
178589	3/ 5/52	"	Marengo	agri imp	66
178626	3/ 5/52	"	Casey	batteries	105
178628	3/ 5/52	"	Coralville	flashlites	22
178697	3/ 6/52	"	Anita	furniture	156
178826	3/ 7/52	"	Brooklyn	batteries	446
178833	3/ 7/52	"	Victor	notions	550
178852	3/ 7/52	"	Mitchellville	dry sizing	267
178912	3/10/52	"	Atlantic	groceries	257
178919	3/10/52	"	Harlan	prtd matter	45
178920	3/10/52	"	Marengo	peanuts	406
178938	3/10/52	"	Adair	groceries	271
178941	3/10/52	"	Brooklyn	groceries	336
178950	3/10/52	"	Colfax	Wire	246
179662	3/11/52	"	Grinnell	Petrohol	418
179077	3/12/52	Gr. Rpds, Mich.	Durant	Imp	402
179147	3/12/52	Chicago	Neola	groceries	289
179201	3/13/52	"	Atlantic	picture frames	34
179303	3/14/52	"	Menlo	groceries	248
179304	3/14/52	"	Dexter	groceries	348
179474	3/18/52	"	Oakland	sash	91
179477	3/18/52	"	Minden	curing comp	428
179534	3/19/52	"	Durant	alum ingats	1192
[fol. 2576]					
CH 179611	3/19/52	Chicago	Victor	notions	279
179766	3/21/52	"	Adair	groceries	201
179819	3/24/52	Rockford, Mich.	Brooklyn	shoes	69
179948	3/25/52	Kohler, Wisc.	Marengo	sink	215
180184	3/27/52	Chicago	Mitchellville	dry chemical	235
180320	3/28/52	Grand Mich.	Durant	Maroons	86
180519	4/ 1/52	Chicago	Coralville	groceries	257
180632	4/ 2/52	Milw., Wisc.	Altoona	gragment bags	36
180746	4/ 3/52	Chicago	Co. Bluffs	salted peanuts	83
186792	4/ 3/52	Chicago	Colfax	auto parts	54
180798	4/ 3/52	"	Mitchellville	egg albumen	485
180914	4/ 4/52	Chicago	Victor	notions	245
180926	4/ 7/52	Willmington, Ill.	Minden	clothing	35
181001	4/ 7/52	Chicago	Harlan	groceries	397
181163	4/ 9/52	"	Brooklyn	pig booster	250
181209	4/ 9/52	"	Durant	sash	318
181280	4/10/52	"	Oakland	work clothes	187
181298	4/11/52	Bradley, Ill.	Marengo	furniture	377
181339	4/11/52	Chicago	Des Moines	candy	670
181442	4/14/52	"	Victor	notions	422
181532	4/15/52	"	Iowa City	varnishes	225
181550	4/15/52	"	Mitchellville	gum arabic	900
181571	4/15/52	"	Grinnell	oleo	156
181664	4/16/52	"	Davenport	auto parts	54
181720	4/17/52	Joliet, Ill.	Avoca	wallpaper	168
171724	4/17/52	Chicago	Newton	candy	406
181726	4/17/52	"	Walnut	groceries	170

1957

[fol. 2577]

EXHIBIT No. 34

C-15.1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY
No. MC 44055

BOS TRUCK LINES, INCORPORATED,
MARSHALLTOWN, IOWA

February 17, 1948

REGULAR ROUTES:

General commodities, except those of unusual value, and except dangerous explosives, commodities in bulk, commodities requiring special equipment (not including those requiring refrigeration), and those injurious or contaminating to other lading,

Between Chicago, Ill., and Kearney and Hastings, Nebr., as follows:

From Chicago over Illinois Highway 64 to St. Charles, Ill., thence over Illinois Highway 31 to Geneva, Ill., thence over Alternate U. S. Highway 30 to junction U. S. Highway 30, thence over U. S. Highway 30 to junction Iowa Highway 131, thence over Iowa Highway 131 to Belle Plaine, Iowa, thence over Iowa Highway 212 to junction U. S. Highway 30, thence over U. S. Highway 30 to Missouri Valley, Iowa, thence over U. S. Highway 75 to Omaha, Nebr., thence over U. S. Highway 275 to junction U. S. Highway 30, and thence over U. S. Highway 30 to Kearney;

From Chicago to Missouri Valley as specified above, thence over U. S. Highway 30 to Kearney;

From Chicago over U. S. Highway 34 to junction Illinois Highway 65, thence over Illinois Highway 65 to Aurora, Ill., thence over Illinois Highway 31 to junction U. S. Highway 34, thence over U. S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to Rock Island, Ill., thence

over U. S. Highway 6 to Omaha, Nebr., thence over Nebraska Highway 38 to junction unnumbered highway, thence over unnumbered highway to Millard, Nebr., thence over Nebraska Highway 31 to junction U. S. Highway 6, and thence over U. S. Highway 6 to Hastings; and

Return over these routes to Chicago.

Service is authorized to and from all intermediate points on the above-specified routes; and the off-route points of Ferguson, Mitchellville, and Kellogg, Iowa.

Between Waterloo, Iowa, and Denison, Iowa:

From Waterloo over U. S. Highway 63 to junction Iowa Highway 58, thence over Iowa Highway 58 to Grundy Center, Iowa, thence over Iowa Highway 14 to Marshalltown, Iowa, thence over U. S. Highway 30 to junction Iowa Highway 64, thence over Iowa Highway 64 via Melbourne, Iowa, to junction Iowa Highway 253 (also from Marshalltown over Iowa Highway 14 to junction unnumbered highway, thence over unnumbered highway via Van Cleve and Haverhill, Iowa, to Melbourne), thence over Iowa Highway 235 to Rhodes, Iowa, thence over County Highway G via Collins, Iowa, to Maxwell, Iowa, thence over Iowa Highway 210 via Slater, Iowa, to Madrid, Iowa, thence over Iowa Highway 89 to Woodward, Iowa, thence over Iowa Highway 141 via Perry, Iowa, to [fol. 2578] junction U. S. Highway 59, and thence over U. S. Highway 59 to Denison, and return over the same route.

Service is authorized to and from all intermediate points; and the off-route points of Ferguson, Mitchellville, and Kellogg, Iowa.

Between Sterling, Ill., and Silvis, Ill.:

From Sterling over Illinois Highway 2 to Silvis, and return over the same route.

Service is not authorized to or from intermediate points.

Between Ames, Iowa, and Des Moines, Iowa:

From Ames over U. S. Highway 69 to Des Moines, and return over the same route.

Service is not authorized to or from intermediate points.

Between Carroll, Iowa, and Atlantic, Iowa:

From Carroll over U. S. Highway 71 to junction U. S. Highway 6, thence over U. S. Highway 6 to Atlantic, and return over the same route.

Service is not authorized to or from intermediate points.

Between Grand Island, Nebr., and Hastings, Nebr.:

From Grand Island over U. S. Highway 281 to Hastings, and return over the same route.

Service is not authorized to or from intermediate points.

GENERAL COMMODITIES, except those of unusual value and except dangerous explosives, commodities in bulk, and those requiring special equipment (other than those requiring refrigeration) minimum 20,000 pounds.

Between Des Moines, Iowa and the U. S. Ordnance Plant near Ankeny, Iowa:

From Des Moines over U. S. Highway 69 to the U. S. Ordnance Plant, near Ankeny, and return over the same route.

Service is not authorized to or from intermediate points.

PACKING-HOUSE AND DAIRY PRODUCTS, DRESSED POULTRY, CANNED GOODS, PETROLEUM PRODUCTS, IN CONTAINERS, AND IRON AND STEEL ARTICLES;

Between Omaha, Nebr., and Denver, Colo.:

From Omaha over Alternate U. S. Highway 30 through Wahoo and Osceola, Nebr., to junction U. S.

Highway 30, thence over U. S. Highway 30 through Central City and Brule, Nebr., to junction U. S. Highway 138, thence over U. S. Highway 138 to Sterling, Colo., and thence over U. S. Highway 6 to Denver, and return over the same route.

Service is authorized to and from the intermediate points of Central City, Nebr., and Sterling and Fort Morgan, Colo.

Service is authorized from the off-route points of Fremont, Ravenna, and Oxford, Nebr., restricted to pick-up of dairy products and dressed poultry, and Blair, Plattsmouth, and Nebraska City, Nebr., restricted to pick-up of canned goods.

[fol. 2579] *Heating supplies and equipment,*

From Chicago, Ill., to Michigan City, Ind.:

From Chicago over U. S. Highway 20 to Junction Indiana Highway 43, thence over Indiana Highway 43 to Michigan City; and

Return with no transportation for compensation over the same route to Chicago.

Service is not authorized to or from intermediate points.

IRREGULAR ROUTES:

Fresh meats and packing house products,

From Omaha and South Omaha, Nebr., to points and places in Benton, Boone, Cedar, Carroll, Dallas, Grundy, Guthrie, Hamilton, Harding, Iowa, Jasper, Johnson, Linn, Marshall, Muscatine, Poweshiek, Story and Tama Counties, Iowa.

Butter, eggs, dressed poultry, and feathers,

From points and places in Benton, Boone, Carroll, Dallas, Fayette, Green, Grundy, Hardin, Iowa, Jasper, Madison, Marshall, Page, Poweshiek, Ringgold, Story, Tama, and Taylor Counties, Iowa, and Maryville, Mo., to Chicago and La Grange, Ill.

Flour and feed,

From Omaha, Nebr., to points and places in Iowa on and south of U. S. Highway 20.

Road machinery,

From Omaha, Nebr., to points and places in Colorado on and east of U. S. Highway 87, those in Kansas on and east of U. S. Highway 81, those in Illinois on and north of U. S. Highway 36, and those in Iowa.

Dried beans,

From Denver and Greeley, Colo., and Scottsbluff, and Minatore, Nebr., to Omaha, Nebr., points and places in Iowa on and south of U. S. Highway 20, and those in Illinois on and north of Illinois Highway 9.

Canned goods,

From Lawrence, Lansing, Coleman, Bay City, Fremont, Sturgeon, Traverse City, Lake Odessa, and Shelby, Mich., and points and places in Wisconsin, to Mason City, Marshalltown, Carroll, Des Moines, Oskaloosa, Cedar Rapids, Davenport, Dubuque, Sheldon, Ottumwa, Sioux City, Fort Dodge, Laurens, Waterloo, and Webster City, Iowa.

From Roland, Grundy Center, Oskaloosa, Cambridge, and Gilman, Iowa to Chicago, Ill.

Canned goods and groceries,

From Marshalltown, Roland Ackley, Hampton, Grundy Center, Waverly, Oskaloosa, and Cambridge, Iowa, to Beaver Dam, Milwaukee, and Madison, Wis.

[fol. 2580] *Paper and paper products,*

From Green Bay, Wis., to Marshalltown, Cedar Rapids, Davenport, and Ottumwa, Iowa.

1962

Cheese

From Monroe, Green Bay, Manitowoc, Doylestown, Platteville, and Plymouth, Wis., to Des Moines, Iowa.

Canned Milk,

From Waupun, Wis., to Des Moines, Iowa.

Powdered milk,

From Madison, Bloomer, Lake Mills, Troy, and Waterloo, Wis., to Des Moines, Iowa.

Butter,

From Slater, Iowa, to Buffalo, N. Y.

From Marshalltown, Iowa, to Youngstown, Ohio.

Furnace castings,

From Jackson, Ohio, to Marshalltown, Iowa.

Electric motors,

From Lima, Ohio, and Fort Wayne, Ind., to Marshalltown, Iowa.

Furnaces and furnace parts,

From Columbus, Ohio to Chicago, Rockford, Joliet and Peoria, Ill., Gary, Fort Wayne, South Bend, and Hammond, Ind., Madison, Sheboygan, and Manitowoc, Wis., and Cedar Rapids, Davenport, and Des Moines, Iowa.

Return with no transportation for compensation except as otherwise authorized to the above-specified origin points.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment (not including those requiring refrigeration).

Between points and places in the CHICAGO, ILL., COMMERCIAL ZONE as defined by the Commission in 1 M.C.C. 673, and Chicago Heights and Elmhurst, Ill., as an extension of said carrier's presently authorized operations.

Heating furnaces, heating equipment and supplies, and foundry equipment and supplies,

Between Marshalltown, Iowa, and Columbus, Ohio.

Eggs, dressed poultry and live poultry,

From Fairfield, Iowa, to Chicago, Ill.

[fol. 2581] *Rejected shipments* of the immediately above-specified commodities,

From Chicago, Ill., to Fairfield, Iowa.

Household goods,

Between Marshalltown, Iowa, and points and places in Iowa within 100 miles of Marshalltown, on the one hand, and, on the other, points and places in Illinois and Nebraska.

Any repetition in the statement of the authority granted herein shall not be construed as conferring more than a single operating right.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC 44055 SUB 24

December 2, 1948

General commodities, except those of unusual value, dangerous explosives, commodities in bulk, and commodities requiring special equipment (not including those requiring refrigeration), over alternate regular routes for operating convenience only in connection with said carrier's presently authorized regular-route operation.

1964

Between junction U. S. Highway 30 and Iowa Highway 131, and junction U. S. Highway 30 and Iowa Highway 212:

From junction U. S. Highway 30 and Iowa Highway 131 over U. S. Highway 30 to junction Iowa Highway 212.

Between Belle Plaine, Iowa and Marengo, Iowa.

From Belle Plaine over Iowa Highway 212 to Marengo.

Between junction U. S. Highway 6 and Iowa Highway 64, and Marshalltown, Iowa:

From junction U. S. Highway 6 and Iowa Highway 64, over Iowa Highway 64 to junction U. S. Highway 30, thence over U. S. Highway 30 to junction Iowa Highway 14, thence over Iowa Highway 14 to Marshalltown.

Between junction U. S. Highway 30 and U. S. Highway 330 near Lamoille, Iowa, and junction U. S. Highway 30 and Iowa Highway 64:

From junction U. S. Highway 30 and U. S. Highway 330 near Lamoille, Iowa over U. S. Highway 30 to junction Iowa Highway 64.

Between junction U. S. Highway 30 and Iowa Highway 14, and junction U. S. Highway 30 and U. S. Highway 330 (approximately 5 miles southeast of Marshalltown):

From junction U. S. Highway 30 and Iowa Highway 14 over U. S. Highway 30 to junction U. S. Highway 330.

Between junction U. S. Highway 30 and alternate U. S. Highway 30, near Sterling, Ill., and junction U. S. Highway 20 and Indiana Highway 49, as follows:

[fol. 2582] From junction U. S. Highway 30 and alternate U. S. Highway 30, over U. S. Highway 30 to junction Indiana Highway 49, thence over Indiana Highway 49 to junction U. S. Highway 20.

Return over these routes.

Service is not authorized to or from intermediate points.

1965

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-44055 Sub 25

December 2, 1963

IRREGULAR ROUTES:

Canned goods and groceries,

From Marshalltown, Iowa, to Norfolk, Nebr., with no transportation for compensation on return except as otherwise authorized.

Iron castings, heating furnaces, furnace parts, heating equipment and supplies and foundry equipment and supplies,

From Marshalltown, Iowa, to Kenosha, Racine and Milwaukee, Wis., with no transportation for compensation on return except as otherwise authorized.

Malt beverages,

From Milwaukee, Wis., to Marshalltown, Iowa.

Empty malt beverage containers,

From Marshalltown, Iowa, to Milwaukee, Wis.

Authority is granted to traverse Illinois for operating convenience only.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-44055 Sub 27

June 2, 1950

Lawn mowers, over irregular routes,

From Marshalltown, Iowa to Akron, Ohio with no transportation for compensation on return except as otherwise authorized.

1966

MC-44055 Sub 28

October 13, 1949

Eggs, over irregular routes,

From Marshalltown, Iowa to Youngstown, Ohio, traversing Illinois and Indiana for operating convenience only, with no transportation for compensation on return except as otherwise authorized.

[fol. 2583]

MC-44055 Sub 29

October 13, 1949

Prepared cereal foods, over irregular routes,

From Fremont, Mich., to Mason City, Carroll, Des Moines, Sheldon, Sioux City, Fort Dodge, Laurens, and Webster City, Iowa, traversing Indiana and Illinois for operating convenience only, with no transportation for compensation on return except as otherwise authorized.

MC-44055 Sub 30

November 10, 1949

Air registers, for heating furnaces, over irregular routes,

From Lima, Ohio to Marshalltown, Iowa and Omaha, Nebraska, traversing Illinois and Indiana for operating convenience only, with no transportation for compensation on return except as otherwise authorized.

MC-44055, Sub 32

May 28, 1951

IRREGULAR ROUTES:

Heating furnaces, furnace parts, and heating equipment and supplies

Between Marshalltown, Iowa, and Syracuse, N. Y.

1967

Butter and eggs,

From Marshalltown, Iowa to Pittsburgh, Pa.

Empty cartons and containers used in the shipping of butter and eggs,

From Pittsburgh to Marshalltown.

MC-44055, Sub 34

August 24, 1951

IRREGULAR ROUTES:

Dressed poultry and eggs,

From Creston, Iowa, to Racine, Madison, and Milwaukee, Wis.

Steel kitchen cabinets, steel storage cabinets, sinks, and dish washing machines, except uncased in all instances,

From Warren, Ohio to Des Moines, Iowa.

The commodities classified as (a) meats, meat products, and meat by-products, (b) dairy products, and (c) articles distributed by meat packing houses, in the appendix to the report in Modification of Permits-Packing House Products, 48 M.C.C. 628,

From Cedar Rapids, Iowa, to Milwaukee, Madison, La Crosse, Kenosha, and Racine, Wis.

Return with no transportation for compensation except as otherwise authorized.

REGULAR ROUTES:

General commodities, except those of unusual value, dangerous explosives, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading,

Between Waterloo and Iowa City, Iowa:

From Waterloo over U. S. Highway 218 to Iowa City, and return over the same route.

Service is authorized to and from the intermediate point of Cedar Rapids, Iowa.

1968

[fol. 2584]

EXHIBIT No. 35

BOS TRUCK LINES, INCORPORATED

508 S. 12th Avenue
Marshalltown, Iowa

BALANCE SHEET

Mar. 31, 1952

ASSETS

Current Assets

Cash on hand	\$ 7,484.23	
Special Deposits	4,033.02	
Accounts Receivable — trade	34,306.00	
Accounts Receivable — other	726.86	
Materials and supplies	27,051.02	

Total current assets \$ 73,601.13

Operating property	536,286.76
Less: Reserve for depreciation	249,666.24

285,620.52

Non-Operating property	1,242.92
Less: Reserve for depreciation	621.00

621.92

Intangible property	3,500.00
Prepaid expenses	28,308.59

Total assets \$392,652.16

LIABILITIES AND CAPITAL

Current Liabilities

Note payable	\$ 10,000.00
Accounts payable	52,683.84
Wages payable	26,382.78
C.O.D.'s unremitted	1,039.53
Accrued taxes payable	19,948.21

Total current liabilities \$110,054.36

U. S. Government O.D.T.	10,000.00
Reserve for operating rights	3,500.00
Reserve for cargo loss and damage claims	2,820.11
Capital stock	25,000.00
1952 profit — 1st quarter	22,689.18
Earned surplus	218,588.51

Total liabilities \$392,652.16

• • • • •

1969

OPERATING STATEMENT

THREE MONTH PERIOD ENDED MARCH 31, 1952

Operating Revenue		\$271,626.32
<i>Operating Expenses</i>		
Equipment maintenance	\$ 45,763.59	
Transportation expense	104,533.78	
Terminal expense	25,749.92	
Traffic expense	1,332.16	
Insurance and safety expense	10,052.19	
Administrative and general	19,292.81	
Depreciation expense	19,926.28	
Operating taxes and licenses	15,357.25	
Operating rents	8,205.00	
Total operating expenses		250,212.98
Net operating income		21,413.34
Other income—(expense) net		1,275.84
Net profit before income tax		22,689.18
Provision for income tax		5,675.00
Net income		<u>\$ 17,014.18</u>

[fol. 2585]

EXHIBIT No. 36

C-15.1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC 53980*

DES MOINES TRANSPORTATION COMPANY, INC.,

DES MOINES, IOWA

At a Session of the INTERSTATE COMMERCE COMMISSION,
Division 5, held at its office in Washington, D. C., on the
17th day of March, A. D., 1947

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding:

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of, the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,

Between Chicago, Ill., and Des Moines, Iowa, as follows:

From Chicago over U. S. Highway 34 to junction Illinois Highway 65, thence over Illinois Highway 65 to Aurora, Ill., thence over Illinois Highway 31 to junction U. S. Highway 34, thence over U. S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 via Yorktown, Ill., to Moline, Ill., thence over U. S. Highway 6 to Iowa City, Iowa, thence over U. S. Highway 218 to Cedar Rapids, Iowa, thence over U. S. Highway 30 to Ames, Iowa, and thence over U. S. Highway 69 to Des Moines.

From Chicago to Yorktown as specified above, thence over Illinois Highway 92 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction U. S. Highway 30, thence over U. S. Highway 30 to Ames, Iowa, and thence over U. S. Highway 69 to Des Moines;

From Chicago to Iowa City as specified above, thence over U. S. Highway 6 to Des Moines; and Return over these routes to Chicago.

[fol. 2586] Service is authorized to and from the intermediate points of Davenport, Iowa City, Newton, Cedar Rapids, Ames, Marengo, Grinnell, and Kellogg, Iowa; and the intermediate and off-route points of Villa Park and Chicago Heights, Ill., and those in the CHICAGO, ILL., COMMERCIAL ZONE, as defined by the Commission, in 1 M.C.C. 673.

Between Omaha, Nebr., and Des Moines, Iowa:

From Omaha over U. S. Highway 6 to Des Moines, and return over the same route.

Service is authorized to and from the intermediate points of Council Bluffs, Atlantic, and Adel, Iowa.

IRREGULAR ROUTES:

Butter, eggs, and dressed poultry,

From Des Moines, Denison, Creston, Osceola, Leon, Perry, Gowrie, Atlantic, and Coon Rapids, Iowa, to Chicago, Ill.

Meat and packing-house products and supplies,

From Des Moines, Iowa, to Elgin, Galesburg, Jacksonville, Joliet, Marengo, Ottawa, Peoria, Springfield, Belvidere, Bloomington, Lincoln, Clinton, Pontiac, Naperville, Chicago, Rock Island, La Salle, Sterling, Dixon, Rochelle, DeKalb, Aurora, Freeport, Rockford, and Dwight, Ill.

From Chicago, Ill., to Adel, Cedar Rapids, Clarion, Creston, Fort Dodge, Guthrie Center, Jefferson, Mason City, Mount Ayr, Perry, Winterset, and Muscatine, Iowa.

From Perry, Atlantic, Centerville, Clarinda, Creston, Guthrie Center, and Ottumwa, Iowa, to Chicago, Ill.

Butter and eggs,

From Glidden, Iowa, to Chicago, Ill.

From Slater, Iowa, to Buffalo, N. Y., traversing Indiana, Ohio, and Pennsylvania for operating convenience only.

Alcoholic liquors,

From Peoria and Pekin, Ill., to Des Moines, Iowa.

Mail-order catalogs,

From Des Moines and Davenport, Iowa, to points and places in Iowa.

Return with no transportation for compensation except as otherwise authorized to the above-specified origin points.

General commodities, except those of unusual value, and except dangerous explosives, commodities in bulk, and those requiring special equipment,

[fol. 2587] From Des Moines, Iowa, to points and places in Iowa within 100 miles of Des Moines, and return with no transportation for compensation, except as otherwise authorized, to Des Moines.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading,

Between Bettendorf and Davenport, Iowa, on the one hand, and, on the other, Rock Island, Moline, East Moline, Carbon Cliff, Silvis, and Milan, Ill.

Advertising materials, supplies, and equipment,

From Davenport, Iowa, to points and places in that part of Illinois north of a line drawn from the Iowa-Illinois State line along U. S. Highway 34 to junction

Illinois Highway 116, thence along Illinois Highway 116 to Peoria, Ill., thence along U. S. Highway 24 to Chenoa, Ill., and thence along U. S. Highway 66 to Chicago, including points and places on the indicated portions of the highways specified, with no transportation for compensation on return, except as otherwise authorized.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

AND IT IS FURTHER ORDERED, That this certificate shall supersede the certificate issued to the above-named carrier in this proceeding on February 17, 1945, in its entirety, and that issued to its predecessors in interest under Docket No. MC 13150 on June 28, 1943, and under Docket No. MC 68548 on May 5, 1942, with respect to the operating rights authorized herein, and said certificates are hereby canceled to that extent; a portion of the operating rights authorized in the latter certificates having been duly transferred to the above-named carrier as set forth in the footnote appended hereto.

By the Commission, division 5.

W. P. Bartel,
Secretary

(SEAL)

* This certificate embraces (1) the operating rights previously granted the above-named carrier under Docket No. MC 53980, including the consolidation noted on the previous certificate, (2) a portion of the operating rights granted White Line Transfer & Storage Company, Inc., Docket No. MC 13150, purchased by the above-named carrier pursuant to MC-F 2990, approved June 12, 1946; and (3) a portion of the operating rights granted Margaret Plagmann, doing business as Plagmann Transfer Co., Docket No. MC 68548, purchased by the above-named carrier pursuant to MC-F 3170, decided September 17, 1946.

1974

[fol. 2588]

C-15.1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

No. MC 53980 Sub 9*

DES MOINES TRANSPORTATION COMPANY, INC.,
DES MOINES, IOWA

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 5, held at its office in Washington, D. C., on the 14th day of May, A. D., 1951

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding:

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment.

Between Des Moines, Iowa, and Eagle Grove, Iowa:

From Des Moines over U. S. Highway 69 to junction Iowa Highway 175, thence over Iowa Highway 175 to junction Iowa Highway 60, thence over Iowa Highway 60 to Webster City, Iowa, thence over unnumbered highways to Woolstock, Iowa, thence over Iowa Highway 323 to junction Iowa Highway 60, and thence over Iowa Highway 60 to Eagle Grove, and return over the same route.

From Des Moines over U. S. Highway 69 to junction U. S. Highway 20, thence over U. S. Highway 20 to Webster City, and thence to Eagle Grove as specified above, and return over the same route.

Service is authorized to and from the intermediate points of Stanhope and Woolstock, Iowa; and the off-route points of Stratford, Kamrar, and Vincent, Iowa.

[fol. 2589] Between Des Moines, Iowa, and Denison, Iowa:

From Des Moines over U. S. Highway 69 to Ames, Iowa thence over U. S. Highway 30 to Denison, and return over the same route.

Service is authorized to and from the intermediate points of Ankeny, Huxley, Ames, Ericson, Jordan, Boone, Ogden, Beaver, Grand Junction, Jefferson, Scranton, Ralston, Glidden, Carroll, West Side, and Vail, Iowa, and the off-route point of Arcadia, Iowa.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

Between Coon Rapids, Iowa, and Omaha, Nebr., as follows:

From Coon Rapids over Iowa Highway 141 to junction U. S. Highway 71, thence over U. S. Highway 71 to Hamlin, Iowa, thence over Iowa Highway 64 to Council Bluffs, Iowa, and thence across the Missouri River to Omaha.

From Coon Rapids over unnumbered highways to junction U. S. Highway 30, thence over U. S. Highway 30 to Missouri Valley, Iowa, and thence over Alternate U. S. Highway 30 to Omaha.

Return over these routes to Coon Rapids.

Service is authorized to and from intermediate and off-route points in Greene, Carroll, Audubon, and Guthrie Counties, Iowa, not including the points of Jefferson, Guthrie Center, Manning, Lanesboro, and Panora.

General commodities, except those of unusual value, and except livestock, dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

Between Des Moines, Iowa, and Clarion, Iowa, and St. Paul, and Minneapolis, Minn., as follows:

From Des Moines over U. S. Highway 69 to junction Iowa Highway 3, thence over Iowa Highway 3 to Clarion.

From Des Moines over U. S. Highway 69 to Garner, Iowa, thence over U. S. Highway 18 to Mason City, Iowa, thence over U. S. Highway 65 to Owatonna, Minn., thence over Minnesota Highway 218 via Rosemount, Minn., to St. Paul.

From Des Moines to Rosemount, Minn., as specified above, thence over Minnesota Highway 218

to junction Minnesota Highway 55, and thence over Minnesota Highway 55 to Minneapolis.

Return over the above-specified routes to Des Moines.

[fol. 2590] — Service is authorized to and from the intermediate points of Ankeny, Huxley, Ames, Jewell, Blairsburg, Belmont, Goodell, Garner, Ventura, Clear Lake, Mason City, Manley, Kensett, and Northwood, Iowa, and Gordonsville, Glenville, Albert Lea, Clarks Grove, Geneva, Steele Center, Owatonna, Medford, Faribault, Dundas, Northfield, Farmington, and Rosemount, Minn.; the off-route points of Story City, Galt, and Klemme, Iowa, and Austin and Scotchlight, Minn.; and intermediate and off-route points in the Minneapolis-St. Paul Minn. Commercial Zone, as defined by the Commission.

Between Des Moines, Iowa and Mason City, Iowa, as an alternate route for operating convenience only:

From Des Moines over U. S. Highway 65 to Mason City, and return over the same route.

Service is not authorized to or from intermediate points.

IRREGULAR ROUTES:

Seed corn, during the season extending from the 15th day of February to the 15th day of April, inclusive,

Between Coon Rapids, Iowa, on the one hand, and, on the other, points in Nebraska, and those in that part of Missouri north of the Missouri River.

The authority herein granted, to the extent it duplicates any heretofore granted said carrier, shall not be construed as conferring more than one operating right.

AND IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reason-

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ably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, division 5.

W. P. Bartel,
Secretary

(SEAL)

* This certificate embraces that portion of the operating rights in Certificate No. MC 107496 and all of the operating rights in Certificate No. MC 107496 Sub 13, purchased by the above-named carrier pursuant to MC-F 4744, and assigned No. MC 53980 Sub 9.

Note

Pages 1979 - 1983 are
on Card 31

EXHIBIT No. 42
[fol. 2596] DES MOINES TRANSPORTATION CO.

(P.1984)

FROM D MOINES TO TRI CITIES DATE 1 4 51L

DRIVER *Dean* TRACTOR _____ TRAILER 125 SEAL NO. _____

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
737029	STUTSMAN CO	J D PLOW	MOLINE ILL	26	2298	
851504	PERFEX MFG	GEIEMANS	DAVENPORT	50	1340	
851503	PERFEX MFG	F RBER GRO	DO	20	360	
851502	DO	WSTN GROCER	DO	190	5205	
851500	DO	BOND DRUG	MOLINE ILL	25	670	
851499	DO	ILL HLS GRO	RK ISLAND	45	825	
851497	DO	MORRISON AND BERGREN	MOLINE	10	198	
851498	PERFEX MFG	GEIFMAN SUPER MKT	RK ISLAND	55	1540	
851513	DO	WHITES MKT	DAVENPORT	10	201	
851511	PERFEX MFG	GRAYS IGA SUPR	DO	10	210	
851493	FENN BROS	CANDY SPLY	DO	50	500	
					13347	

[fol. 2597]

EXHIBIT No. 43 DES MOINES TRANSPORTATION CO.

(p. 1985)

FROM DES MOINES, IA TO TRI CITIES DATE 2 3 52 110

DRIVER TRACTOR TRAILER 349 SEAL NO. 12204 05

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
894949	RUSHMAN HWSE	PAETZ GROC	MUSCATINE	10	106	
896019	ALEX SMITH	FICKEL FURN	DO	4	106	
894979	COLEMAN CO	G L TILMERMAN	DVN RPT	2	54	
894980	COLEMAN CO	G J TILMERMAN	DO	60	529	
895822	B F GODRI H	MONT WARD	DVN RPT	7	360	
894946	BUS WISE	GIELFAM MKRT	RK ISL	30	400	
404100	MERCHTNAS	STURTVANT AIRY	RK ISL	2	1020	
896020	MODERN VENT	MONT WARD	MOLINE	124	668	
894948	BUS WISE	EAGLE SUP MKT	MOLINE	75	910	
894941	BUS WISE	TRI CITY WISE	KKKKKKKK A MOLINE	20	235	
894955	BUS WISE	TENEBON C INC	DVN RPT	25	300	
894942	BUS WISE	BEILAND FOOD	DVN RPT	15	243	
894956	BUS WISE	FISH FISH	DO	50	600	
894957	DO	C A WILLET WISE	DVN RPT	30	320	
894959	ALBURN LACH	ILL GAS	RK ISL	1	142	
894950	DO	LANGRICH GROUP	DVN RPT	10	107	
894926	VECTINGHOUSE	VECTINGHOUSE	DVN RPT	1	70	
895051	UNITED STATES CHEM	DRI BALK TR BT	DVN RPT	5	400	
896071	TIDY HOME PROD	COLE TILMERMAN CO	DVN RPT	25	425	
404204	CUI WIRE	MORESE WELLS	DECATUR	61	1370	

1986

EXHIBIT No. 44

[fol. 2598]

DES MOINES TRANSPORTATION CO.

CA 3171-55

FROM DES MOINES TO ROCK ISLAND DATE 2/19/52

DRIVER BROWN TRACTOR TRAILER SUMMIT 168 SEAL NO. 13692-13693

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
897752	WALGREEN CO	WALGREEN CO	ROCK ISLAND	1	M	
897809	ENGINEERING SALES	DAVE PORT RESLER	DAVENPORT	1	40	
897808	GSA FEDERAL SPLY	CUSTODIAN US POST	DO	1	50	
453370	MID CONTINENT DIST	RUAN TRANSPORT	PEKIN, ILL	4	450	
453370	MONTGOMERY WARD & CO	HILMER MFG	SPRINGFIELD	1	24	
897906	PICKER XRAY CORP	S W SWAYZE MD	MUSCATINE	1	150	
897810	MORRIS SAX AND SON	CARR CONSOL. BISCUIT	ROCK ISLAND	10	700	
896826	TIDY HOUSE PRODUCTS	THE GREAT A P TEA	DAVENPORT	45	765	
453500	HEIDER MANUFACTUR	BUILDERS LBR CO	MOLINE, ILL	31	1021	
364293	DES MOINES TRANSP	CARMAN CO	ROCK ISLAND	11	526	
453555	FENN BROS CO	ROCK ISLAND TOB CO	DO	5	WCH	
997987	PILLSBURY MISSES	G S JOHNSON CO	DAVENPORT	2	80	
					3786	

1987

EXHIBIT No. 45

[fol. 2599]

DES MOINES TRANSPORTATION CO.

CA 3171-55

DES MOINES

MA REN GO

2 5 51 ER

FROM_

TO

DATE.

ALGER 462

DRIVER

CLEMENT

TRACTOR

TRAILER

SEAL NO.

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
721381	DEMPSTER MILL MFG CO	FARMERS GRAIN CO	MARENGO	3	300	
641665	PERFEX MFG CO	MESSERS GROC & MKT	DO	10	219	
					519	

1988

EXHIBIT No. 46

[fol. 2600] **DES MOINES TRANSPORTATION CO.**

FROM DES MOINES TO KELLOGG DATE 2 1 1 51

DRIVER: HANSEN TRACTOR: _____ TRAILER: 138 SEAL NO. _____

[illegible]

1989

EXHIBIT No. 47

[fol. 2601]

DES MOINES TRANSPORTATION CO.

FROM DES MOINES TO CHICAGO PDLE DATE 1 27 52 DW

DRIVER F OSBORNE TRACTOR MCM 134 TRAILER 21584 SEAL NO.

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
894543	NORTH AMER BATTERY	HOUSER SERV	MARENGO	6	240	
403037	SAXE FREEMAN	BARTUSEK CLEANERS	MARENGO	1	FA	
892118	SOC VAC	MIDWEST METAL	KELLOGG	2	914	
					1154	

1990

EXHIBIT No. 48

[fol. 2602] DES MOINES TRANSPORTATION CO.

FROM DES MOINES TO CHICAGO PDLE DATE 2 5 52
DRIVER DOONEY TRACTOR K-177 SEAL NO 12291

FREIGHT BILL NO.	SHIPPER	CONSIGNEE	DESTINATION	NO. PIECES	WEIGHT	REVENUE
245028	BADGER PROD	LEO KELLEY	MARENGO	2	60	
144824	HACH BROS	QUALITY BAKERY	DO	2	140	
245121	BOYLE MIDWAY	BROWN HOWE	DO	16	199	
					399	

453370	MID CONTINENT DIST	RUAN TRANSPORT	PERIN, ILL	4	450
453370	MONTGOMERY WARD & CO	HILMER MFG	SPRINGFIELD	1	24
897906	PICKER XRAY CORP	S W SWAYZE MD	MUSCATINE	1	150
897810	MORRIS SAX AND SON	CARR CONSOL. BISCUIT	ROCK ISLAND	10	700
896826	TIDY HOUSE PRODUCTS	THE GREAT A P TEA	DAVENPORT	45	765
453500	HEIDER MANUFACTUR	BUILDERS LBR CO	MOLINE, ILL	31	1021
364293	DES MOINES TRANSP	CARMAN CO	ROCK ISLAND	11	526
453555	FENN BROS CO	ROCK ISL ND TOB CO	DO	5	WCH
997987	PILLSBURY MILLS	G S JOHNSON CO	DAVENPORT	2	80

3786

4300

892118

SOC VAC

MIDWEST METAL

KELLOGG

2

914

1154

399

[fol. 2603]

EXHIBIT No. 49

ANALYSIS OF REVENUE, PROFIT, TONS HANDLED AND EQUIPMENT BY YEARS.

Year	Tons Handled	Total Revenues	Profit before taxes	Profit after taxes	No. of Units	
					Trucks	tractors trailers
1944	49,871	490,433	(16,152)	(16,152)	18	32 34
1945	51,452	503,504	(36,423)	(36,423)	22	30 34
1946	58,178	589,858	19,200	19,200	21	34 43
1947	88,146	1,040,002	46,031	31,228	32	51 64
1948	124,363	1,738,553	22,422	14,926	36	61 94
1949	134,455	1,873,432	28,162	20,609	44	61 100
1950	178,540	2,459,065	30,688	16,379	54	76 145
1951	182,226	2,737,130	26,995	16,664	54	-93 160

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 111154*

G. H. WOLTER,
DOING BUSINESS AS P. & W. TRUCK LINE,
ALBIA, IOWA

At a Session of the INTERSTATE COMMERCE COMMISSION,
Division 5, held at its office in Washington, D. C., on the
25th day of November, A. D., 1949.

AFTER DUE INVESTIGATION, It appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act; and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding;

IT IS ORDERED, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

IT IS FURTHER ORDERED, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

REGULAR ROUTES:

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M. C. C. 467, commodities in bulk commodities requiring special equipment, and those injurious or contaminating to other lading,

Between Quincy, Ill., and Shelbyville, Mo.:

From Quincy over U. S. Highway 24 to junction Missouri Highway 6, thence over Missouri Highway 6 to Edina, Mo., and thence over Missouri Highway 15 to Shelbyville, and return over the same route.

Service is authorized to and from all intermediate points; and the off-route points of Maywood, Monticello and Leonard, Mo.

Such merchandise as is dealt in by wholesale grocery business houses, in truckload lots,

From Quincy, Ill., to Moberly, Mo., as follows:

From Quincy over U. S. Highway 24 to Moberly.

From Quincy over U. S. Highway 24 to junction U. S. Highway 61, thence over U. S. Highway 61 to Hannibal, Mo., thence over U. S. Highway 36 [fol. 2605] to Monroe City, Mo., and thence over U. S. Highway 24 to Moberly.

Return, with no transportation for compensation, over these routes to Quincy.

Service is authorized to and from the intermediate point of Hannibal, Mo.

Livestock,

From Grand Island, Nebr., to Omaha, Nebr.:

From Grand Island over U. S. Highway 30 to junction U. S. Highway 275, thence over U. S. Highway 275 to Omaha.

Return, with no transportation for compensation, over the same route to Omaha.

Service is not authorized to or from intermediate points.

From Chariton, Iowa, to St. Louis, Mo.:

From Chariton over U. S. Highway 34 to Mount Pleasant, Iowa, thence over U. S. Highway 218

to junction U. S. Highway 61, thence over U. S. Highway 61 to Keokuk, Iowa, thence across the Mississippi River to junction Illinois Highway 10, thence over Illinois Highway 10 to junction U. S. Highway 67, and thence over U. S. Highway 67 to St. Louis.

Return, with no transportation for compensation, over the same route to Chariton.

Service is not authorized to or from intermediate points.

Between Chariton, Iowa, and Kansas City, Mo.:

From Chariton over U. S. Highway 34 to junction U. S. Highway 71, thence over U. S. Highway 71 to Kansas City, and return over the same route.

Service is authorized to and from the intermediate point of Kansas City, Kans.; and the off-route point of St. Joseph, Mo.

Between Bloomfield, Iowa, and Chicago, Peoria, and East St. Louis, Ill., as follows:

From Bloomfield over U. S. Highway 63 to Ottumwa, Iowa, thence over U. S. Highway 34 to Chicago.

From Bloomfield over Iowa Highway 2 to junction U. S. Highway 61, thence over U. S. Highway 61 to Burlington, Iowa, thence over U. S. Highway 34 to junction Illinois Highway 116, and thence over Illinois Highway 116 to Peoria.

From Bloomfield over Iowa Highway 2 to junction U. S. Highway 61, thence over U. S. Highway 61 to Fort Madison, Iowa, thence across the Mississippi River to Niota, Ill., thence over [fol. 2606] Illinois Highway 9 to junction U. S. Highway 67, and thence over U. S. Highway 67 to East St. Louis.

Return over these routes to Bloomfield.

Service is authorized to and from intermediate and off-route points within 15 miles of Bloomfield.

Binder twine.

From Peoria, Ill., to Chariton, Iowa:

From Peoria over Illinois Highway 116 to junction U. S. Highway 34, thence over U. S. Highway 34 to Chariton.

Return, with no transportation for compensation, over the same route to Peoria.

Service is not authorized to or from intermediate points.

Livestock and feed,

Between Chariton, Iowa, and Omaha, Nebr.:

From Chariton over U. S. Highway 34 to Glenwood, Iowa, thence over U. S. Highway 275 to Omaha, and return over the same route.

Service is not authorized to or from intermediate points.

Between Chariton, Iowa, and Chicago, Ill., as follows:

Livestock and wool,

From Chariton over U. S. Highway 34 to Mount Pleasant, Iowa, thence over U. S. Highway 218 to junction Iowa Highway 92, thence over Iowa Highway 92 to junction U. S. Highway 61, thence over U. S. Highway 61 to Davenport, Iowa, thence over Illinois Highway 92 via Silvis, Ill., to junction U. S. Highway 34, thence over U. S. Highway 34 to Oswego, Ill., thence over Illinois Highway 31 to Aurora, Ill., thence over Illinois Highway 65 to junction U. S. Highway 34, and thence over U. S. Highway 34 to Chicago.

Service is authorized from intermediate and off-route points within 30 miles of Chariton, restricted to pick-up only.

Agricultural machinery and feed,

From Chicago over the above-specified route to Chariton.

Service is authorized to the intermediate and off-route points within 30 miles of Chariton, restricted to delivery only; and from the off-route point of Moline, Ill., restricted to pick-up of agricultural machinery.

[fol. 2607] *IRREGULAR ROUTES:**Emigrant morables,*

Between points and places in that part of Iowa on and south of Iowa Highway 150 from Davenport to Cedar Rapids, on and south of Iowa Highway 64 from Cedar Rapids to the western boundary of Dallas County, and east of the western boundaries of Dallas, Madison, Union and Ringgold Counties, Iowa, on the one hand, and, on the other, points and places in Nebraska, Kansas, Missouri, Illinois, Wisconsin, Minnesota and South Dakota, traversing North Dakota for operating convenience only.

Machinery and farm equipment and parts thereof,

From Milwaukee, Wis., and Canton, Chicago, East Moline, Rock Falls, Rock Island and Sandwich, Ill., to points and places in that part of Iowa described above.

Binder twine,

From Chicago, Ill., to points and places in that part of Iowa described above.

Livestock,

Between points and places in that part of Iowa described above, on the one hand, and, on the other, Omaha, Nebr., points and places in that part of Missouri on and south of U. S. Highway

50, and points and places in Illinois, Indiana, Michigan and Wisconsin.

From Albia, Iowa, and points and places within 25 miles thereof, to Chicago, Peoria, and Galesburg, Ill.

From Ames, Colfax, Grinnell, Centerville, Corydon, Des Moines and Oskaloosa, Iowa, and points and places within 25 miles of Oskaloosa, to Omaha, Nebr., and Chicago, Galesburg and Peoria, Ill.

From Chariton, Iowa, and points and places in Iowa within 150 miles of Chariton, to points and places in Missouri.

Livestock and agricultural commodities,

Between Eddyville, Iowa, points and places in Monroe and Appanoose Counties, Iowa, those in that part of Mahaska County, Iowa, south and west of the Des Moines River, and those in that part of Wapello County, Iowa, on the west of a line beginning at the Wapello-Davis County line and extending along U. S. Highway 63 to Ottumwa, thence along Iowa Highway 15 to Eddyville, except Ottumwa, on the one hand, and, on the other, Chicago, Galesburg, Peoria and National Stock Yards, Ill., and Kansas City and St. Joseph, Mo.

Horses,

From Albia, Iowa, to Knox City, Mo.

[fol. 2608] *Feederstock,*

From Chicago, Ill., to Oskaloosa, Iowa, and points and places within 25 miles of Oskaloosa.

Hides and rendering plant products,

From Albia, Iowa, to points and places in the CHICAGO, ILL., COMMERCIAL ZONE, as defined by the Commission in 1 M.C.C. 673.

Chicken and pig brooders, poultry nests, poultry and livestock feeders, water tanks, tank heaters, and agricultural and poultry hand utensils,

From Albia, Iowa, to points and places in Missouri, Illinois, Indiana, Wisconsin, Minnesota, South Dakota, Nebraska, Kansas, Colorado and Oklahoma.

Seed,

From Chicago and Quincy, Ill., to Keosauqua, Bloomfield, Chariton and Corydon, Iowa, and points and places in Monroe and Appanoose Counties, Iowa.

Feed and seed,

From Chicago, Ill., and Kansas City, Mo., to Eddyville, Iowa, points and places in Monroe and Appanoose Counties, Iowa, and those in the portions of Mahaska and Wapello Counties, Iowa, specified above.

Feed,

From Chicago and Peoria, Ill., and Kansas City and St. Joseph, Mo., to Albia, Iowa, and points and places within 25 miles of Albia.

Soy beans,

From Albia, Iowa, to St. Joseph, Mo.

Farm implements,

From Chicago, Peoria and Rock Island, Ill., to Albia, Corydon, Centerville, Moravia and Chariton, Iowa.

Twine and farm supplies,

From Chicago, Ill., and St. Louis, Mo., to points and places in Monroe and Appanoose Counties, Iowa.

Coal,

From points and places in Peoria, Tazewell, Knox and Rock Island Counties, Ill., to Albia, Iowa.

Hardware and agricultural machinery and parts thereof,

From Chicago, Rock Island, Moline, East Moline, Silvis and Canton, Ill., St. Paul and Minneapolis, Minn., Kansas City and St. Louis, Mo., and Kansas City, Kans., to Eddyville, Iowa, points and places [fol. 2609] in Monroe, Lucas and Appanoose Counties, Iowa, and those in that part of Wapello County, Iowa, specified above.

Petroleum products, in containers,

From Chicago, Rock Island, Moline and Keithsburg, Ill., to Oskaloosa, Iowa.

Bakery supplies and equipment,

From Chicago and Moline, Ill., to Oskaloosa, Iowa.

Peaches,

From Koshkonong, Mo., and points and places within ten miles thereof, to Albia, Iowa, and points and places within 25 miles of Albia.

Watermelons,

From Monmouth, Ill., and points and places within ten miles thereof, and those in Missouri on and south of U. S. Highway 50 to Albia, Iowa, and points and places within 25 miles of Albia.

Malt beverages,

From Minneapolis, Minn., to Albia, Iowa.

From Chicago and Peoria, Ill., to Albia, Chariton and Oskaloosa, Iowa.

Empty malt beverage containers,

From ~~Albia~~ Albia, Chariton and Oskaloosa, Iowa, to Chicago and Peoria, Ill.

From Albia, Iowa, to Minneapolis, Minn.

Fencing,

From Fort Madison, Iowa, to points and places in Illinois and Nebraska.

Iron and steel products,

From points and places in the CHICAGO, ILL., COMMERCIAL ZONE, supra, to Omaha, Nebr., and points and places in that part of southeastern Iowa on or enclosed by U. S. Highway 6 from the Iowa-Illinois State line to junction U. S. Highway 169, and thence over U. S. Highway 169 to the Iowa-Missouri State line.

Castings and valve parts,

From Chicago, Ill., to Oskaloosa, Iowa.

Materials and supplies used in the manufacture of batteries and ignition systems.

From points and places in the CHICAGO, ILL., COMMERCIAL ZONE, supra, to Corydon, Iowa.

[fol. 2610] *Junk,*

From Albia and Ottumwa, Iowa, to Chicago, Ill.

Washing machines and parts therefor, and materials used in the manufacture thereof,

From Fairfield, Iowa, to Alliance, Galion and Warren, Ohio.

Washing machine parts and materials used in the manufacture of washing machines and parts therefor,

From Alliance, Galion and Warren, Ohio, to Fairfield, Iowa.

Furniture,

From Chicago, Ill., to Ottumwa, Iowa.

New and old furniture, and *commodities* such as are dealt in by retail furniture stores,

From Chicago, Ill., to Albia, Iowa.

Return, with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

Household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467,

Between points and places in Monroe County, Iowa, on the one hand, and, on the other, points and places in Nebraska, Michigan and Minnesota.

Between points and places in Monroe County, Iowa, on the one hand, and, on the other, points and places in Wisconsin, Illinois, Missouri and Kansas.

Between Albia, Iowa, and points and places within 25 miles thereof, on the one hand, and, on the other, points and places in Illinois, Iowa, and Missouri.

Any repetition in the statement of the authority granted herein shall not be construed as conferring more than a single operating right.

IT IS FURTHER ORDERED, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

[fol. 2611] AND IT IS FURTHER ORDERED, That this certificate shall supersede the certificates issued to the respective predecessors-in-interest under Docket Nos. MC-72576 on June 13, 1947, MC 72576 Sub 1 on July 24, 1942, MC 72576 Sub 4 on November 6, 1947, MC 72576 Sub 5 on November 6, 1947, MC 72576 Sub 6 on December 7, 1948, MC 10354 on May 20, 1941, and MC 19135 on January 29, 1941, in their entirety, and that issued to the predecessor-in-interest under Docket No. MC 63542 on July 11, 1942, with respect to the operating rights authorized herein; and said certificates are hereby canceled to that extent.

By the Commission. division 5.

W. P. Bartel,
Secretary

(SEAL)

* This certificate embraces (1) the operating rights in Certificates Nos. MC 72576, MC 72576 Sub 1, MC 72576 Sub 4, MC 72576 Sub 5 and MC 72576 Sub 6, acquired by the above-named carrier pursuant to MC-FC 50533 and assigned Docket Nos. MC 111154, MC 111154 Sub 1, MC 111154 Sub 2, MC 111154 Sub 3, and MC 111154 Sub 4, Respectively, (2) a portion of the operating rights in Certificate No. MC 63542, which certificate was transferred in its entirety pursuant to MC-FC 23748, and said portion thereof in turn acquired by the above-named carrier pursuant to successive transfers in MC-FC 25260 (assigned Docket No. MC 72576 Sub 8) and MC-FC 50533, assigned Docket No. MC 111154 Sub 5; (3) the operating rights in Certificate No. MC 10354, acquired by the above-named carrier pursuant to successive transfers in MC-FC 25474 (assigned Docket No. MC 72576 Sub 9) and MC-FC 50533, assigned Docket No. MC 111154 Sub 6; and (4) the operating rights in Certificate No. MC 19135, acquired by the above-named carrier pursuant to successive transfers in MC-FC 25327 (assigned Docket No. MC 72576 Sub 10) and MC-FC 50533, assigned Docket No. MC 111154 Sub 7.

[fol. 2613-A]

EXHIBIT No. 53

Phone Iowa City 9696

304 S. Gilbert Street

MAHER BROS. TRANSFER

D. H. MAHER, Owner

Iowa City, Iowa

TONNAGE ON MOTOR FREIGHT JAN. 1 TO APRIL 1—1951

	<i>Inbound</i>	<i>Outbound</i>	<i>Total Tonnage</i>
JAN.	415,287	149,830	565,117
FEB.	402,618	121,403	524,021
MAR.	475,913	164,120	640,033
	<u>1,293,818</u>	<u>435,353</u>	<u>1,729,171</u>

TONNAGE ON MOTOR FREIGHT JAN. 1 TO APRIL 1—1952

	<i>Inbound</i>	<i>Outbound</i>	<i>Total Tonnage</i>
JAN.	355,730	181,974	537,704
FEB.	355,953	144,680	500,633
MAR.	400,977	141,015	541,992
	<u>1,130,043</u>	<u>467,669</u>	<u>1,597,712</u>

MAHER BROS. TRANSFER CO.

By R. D. BOTHELL.

R. D. Bothell, Off. Mgr.

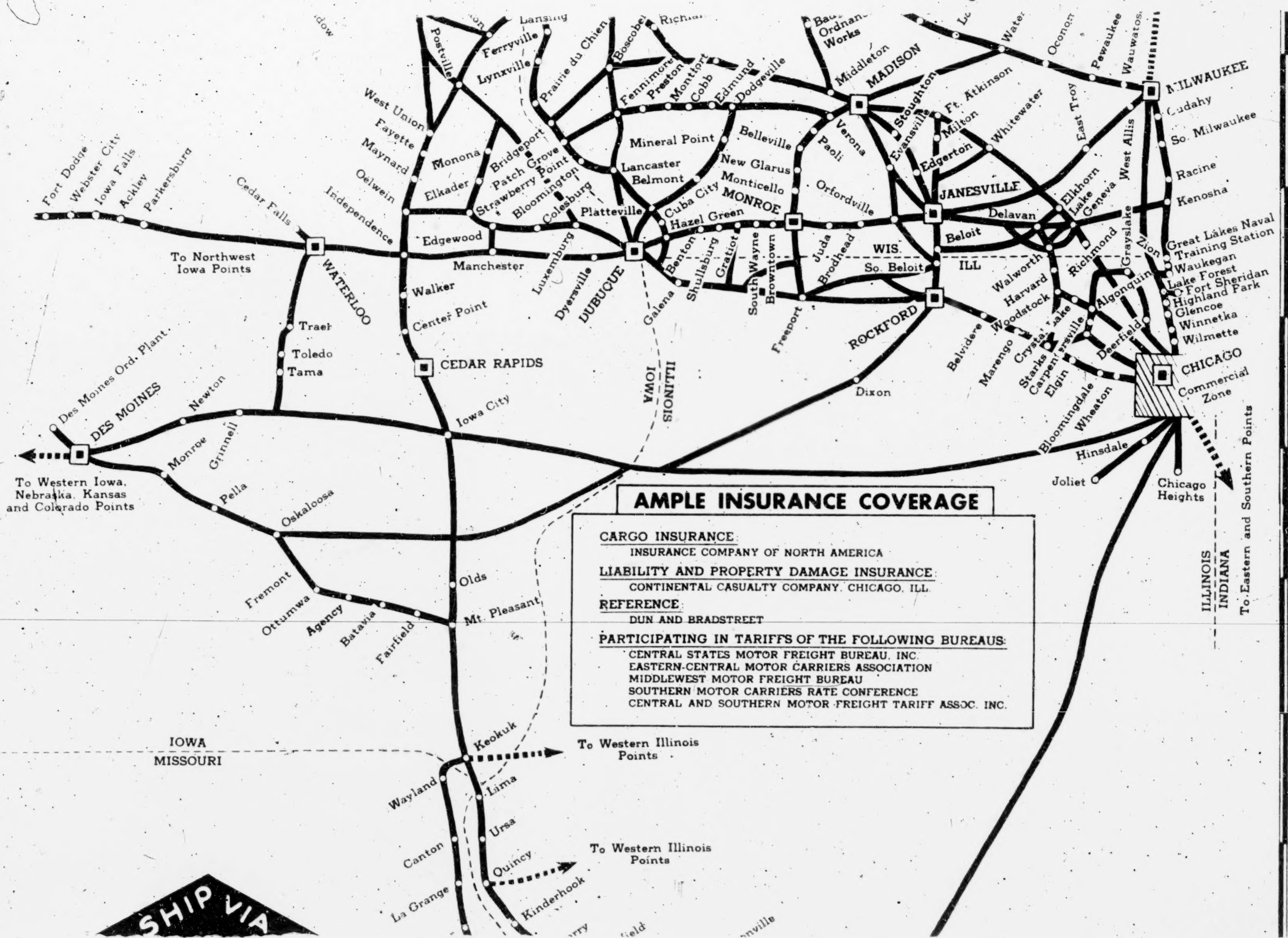
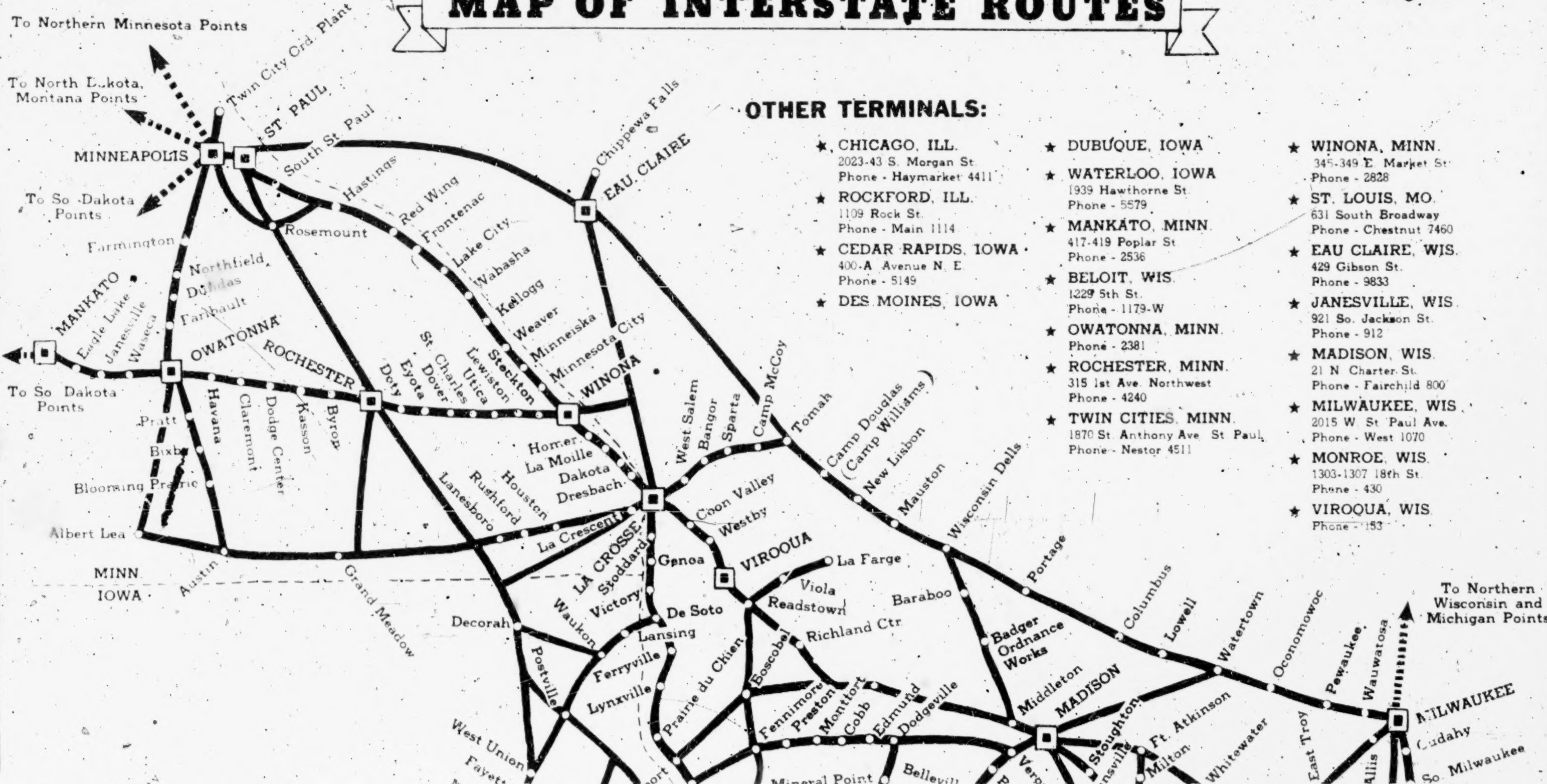
GATEWAY CITY TRANSFER CO. INC.



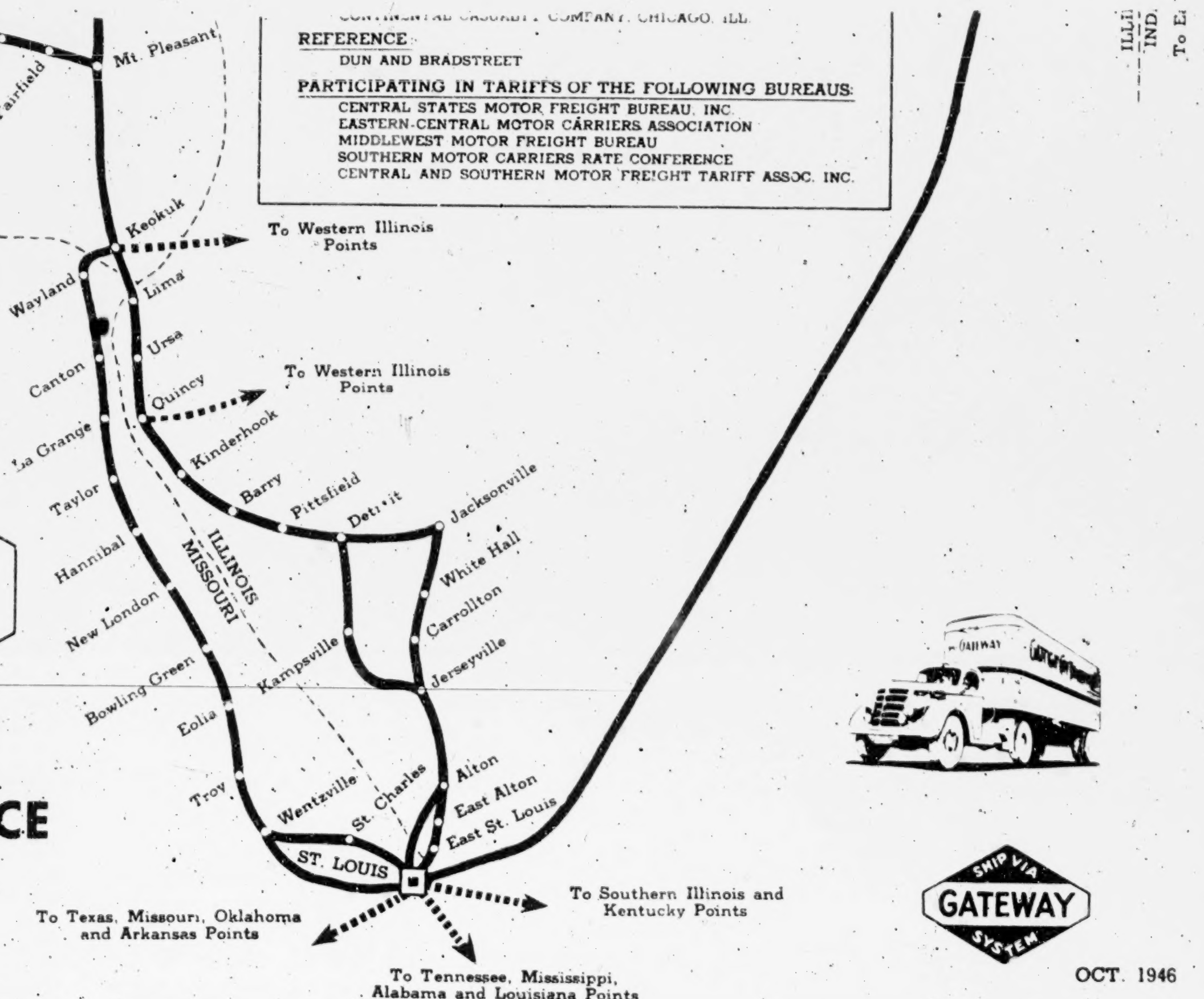
GENERAL OFFICES
2130-2150 South Avenue - La Crosse, Wis.
Phone 3652



MAP OF INTERSTATE ROUTES



51 YEARS OF SERVICE
1896 - 1947



OCT. 1946

SEE OTHER SIDE FOR ALPHABETICAL LIST OF POINTS SERVED INTERSTATE

LIST OF POINTS SERVED INTERSTATE

ALGONQUIN
ALTON
APPLE RIVER
ARLINGTON HEIGHTS
BARRINGTON
BARRY
BARTLETT
BELVIDERE
BLOOMINGDALE
BUENA VISTA
CARPENTERSVILLE
CARROLLTON
CARY
CEDARSVILLE
CHICAGO
*CHICAGO COMMERCIAL
Zone
CHICAGO HEIGHTS
CRYSTAL LAKE
DAKOTA
DAVIS
DEERFIELD
DETROIT
DUNDEE

Pittsfield
Quincy
Red Oak
Richmond
Riggston
Ringwood
Rock City
Rockford
Rockford (Camp Grant)
Roodhouse
S. Jacksonville
Scales Mound.
So. Beloit
Starks
Stockton
Udina
Ursa
Villa Park
Warren
Waukegan
Wempletown
Wheaton
White Hall
Wilmette
Winchester
Winslow

Maywood
Melrose Park
Midlothian
Morton Grove
Niles
Niles Center
No. Riverside
Oak Lawn
Oak Park
Park Ridge
Phoenix
Posen
Riverdale
River Forest
River Grove
Riverside
Robbins
Schiller Park
South Holland
Spring Forest
Stickney
Summit
Thornton
Tinley Park
Westchester
Western Springs

Lansing
Luana
Luxemburg
Maynard
Monona
Monroe
Moar
Mt. Clara
Mt. Pleasant
New Boston
Newton
Oelwein
Osborne
Oskaloosa
Ottumwa
Parkersburg
Pella
Postville
Rickardsville
Sheridan
Strawberry Point
Tama
Toledo
Traer
Waterloo
Waukon

(Ord. Plant, Fridley)
Northfield
Owatonna
Peterson
Pratt
Reads
Red Wing
Rochester
Rushford
St. Charles
St. Paul
Smiths Mill
South St. Paul
Twin City Ord. Plant
Wabasha
Waseca
Waterford
Weaver
Whalen
Winona

MISSOURI
Alexandria
Auburn
Bowling Green
Canton

Delavan
Dodgeville
East Troy
Eau Claire
Edmund
Elkhorn
Fennimore
Fontana
Footville
Ft. Atkinson
Gotham
Gratiot
Hazel Green
Janesville
Juda
Kenosha
La Crosse
La Farge
Lake Delton
Lake Geneva
Lancaster
Lima Center
Madison
Mauston
Merrimac
Badger

Chicago Heights
Crystal Lake
Dakota
Decatur
Deerfield
Detroit
Dundee
Durand
East Dubuque
East St. Louis
Elgin
Elizabeth
Elmhurst
Elwood Ordnance
 Loading Plant
Fieldon
Fort Sheridan
Fox River Grove
Freeport
Galena
Garden Prairie
Glencoe
Grayslake
Great Lakes Naval
 Training Station
Halfday
Hardin
Harmony
Harrison
Harvard
Highland Park
Highwood
Hinsdale
Jacksonville
Jerseyville
Joliet
Kampsville
Kenilworth
Kinderhook
Lake Forest
Lena
Libertyville
Lima
Manchester
Marcelline
Marengo
McHenry
Mt. Prospect
Murrayville
Northbrook
No. Chicago
Oneco
Orangeville

warren
Waukegan
Weinletown
Wheaton
White Hall
Wilmette
Winchester
Winslow
Winnetka
Winthrop Harbor
Woodbine
Woodriver
Woodstock
Woodson
Zion

*POINTS IN THE CHICAGO COMMERCIAL ZONE

Alsip
Bellwood
Berkeley
Berwyn
Blue Island
Broadview
Brookfield
Burnham
Calumet City
Chicago
Chicago Ridge
Cicero
Crestwood
Des Plaines
Dixmoor
Dolton
East Hazelcrest
Elmwood Park
Evanston
Evergreen Park
Forest Park
Forest View
Franklin Park
Golf
Harvey
Hazel Crest
Hillside
Hinsdale
Hodgkins
Homewood
Justice
La Grange
La Grange Park
Lansing
Lincolnwood

South Holland
Spring Forest
Stickney
Summit
Thornton
Tinley Park
Westchester
Western Springs
Worth

INDIANA
East Chicago
Gary
Hammond
Whiting

IOWA
Ackley
Alden

Altoona
Aplington
Austinville
Batavia
Blairsburg
Bryantsburg
Cedar Falls
Cedar Rapids
Center Point
Charleston
Church
Clermont
Colésbury
Colfax
Decorah
Des Moines
Des Moines Ord. Plant
Donnellson
Dubuque
Duncombe
Durango
Edgewood
Elkader
Fairfield
Fairmont
Fayette
Fort Des Moines
Fort Dodge
Fremont
Froelich
Grinnell
Hazelton
Holy Cross
Hudson
Independence

Rickardsville
Sheridan
Strawberry Point
Tama
Toledo
Traer
Waterloo
Waukon
Webster City
West Des Moines
West Union
Williams
Wood

MINNESOTA

Albert Lea
Austin
Bixby
Blooming Prairie
Byron
Chester
Claremont
Clinton Falls
Dakota
Dodge Center
Dresbach
Dundas
Eagle Lake
Faribault
Farmington
Fort Snelling
Fridley (Northern Pump
Navy Ordnance Plant)
Frontenac
Grand Meadow
Hastings
Homer
Hopkins
Houston
Invergrove
Janesville
Kasson
Kellogg
La Crescent
Lake City
La Moille
Lanesboro
Lewiston
Mankato
Medford
Miesville
Minneapolis
Minnieiska
Minnesota City

Wadena
Winona

MISSOURI
Alexandria
Auburn
Bowling Green
Canton
Cyrene
Edgewood
Eolia
Frankford
Gilmore
Hannibal
La Grange
McClune
New London
Oakwood
Palmyra
Pattonsville
St. Charles
St. Louis
St. Peters
Taylor
Troy
Wentzville

WISCONSIN

Avalon
Badger Ordnance, Works
(Merrimac)
Bangor
Baraboo
Basco
Belleville
Belmont
Beloit
Benton
Bloomington
Boaz
Boscobel
Bosstown
Bridgeport
Brodhead
Browntown
Camp Douglas
Camp McCoy
Camp Williams
Chippewa Falls
Clarno
Clinton
Cobb
Columbus
Coon Valley

La Farge
Lake Delton
Lake Geneva
Lancaster
Lima Center
Madison
Mauston
Merrimac (Badger Ordnance Plant)
Middleton
Millard
Milton
Milton Junction
Milwaukee
Mineral Point
Monroe
Montfort
Monticello
New Glarus
New Lisbon
Oconomowoc
Onalaska
Orfordville
Paoli
Patch Grove
Platteville
Portage
Prairie du Chien
Racine
Readstown
Richland Center
Richmond
Sharon
Shopiere
Shorewood
Shullsburg
Soldiers Grove
So. Milwaukee
South Wayne
Sparta
Sylvan
Tomah
Troy
Twin Grove
Verona
Viola
Viroqua
Walworth
Watertown
Wauwatosa
West Allis
Westby
West Salem
Whitewater

Joliet
Kampsville
Kenilworth
Kinderhook
Lake Forest
Lena
Libertyville
Lima
Manchester
Marcelline
Marengo
McHenry
Mt. Prospect
Murrayville
Northbrook
No. Chicago
Oneco
Orangeville
Palatine
Payson
Pearl

Elmwood Park
Evanston
Evergreen Park
Forest Park
Forest View
Franklin Park
Golf
Harvey
Hazel Crest
Hillside
Hinsdale
Hodgkins
Homewood
Justice
La Grange
La Grange Park
Lansing
Lincolnwood
Lyons
McCook
Markham

Dunnellson
Dubuque
Duncombe
Durango
Edgewood
Elkader
Fairfield
Fairmont
Fayette
Fort Des Moines
Fort Dodge
Fremont
Froelich
Grinnell
Hazelton
Holy Cross
Hudson
Independence
Iowa City
Iowa Falls
Keokuk

Homer
Hopkins
Houston
Invergrove
Janesville
Kasson
Kellogg
La Crescent
Lake City
La Moille
Lanesboro
Lewiston
Mankato
Medford
Miesville
Minneapolis
Minnieiska
Minnesota City
New Brighton (Twin City)
Ordnance Plant
Northern Pump (Navy-

Beloit
Benton
Bloomington
Boaz
Boscobel
Bosstown
Bridgeport
Broddhead
Browtown
Camp Douglas
Camp McCoy
Camp Williams
Chippewa Falls
Clarno
Clinton
Cobb
Columbus
Coon Valley
Cuba City
Cudahy
Darien

Soldiers Grove
So. Milwaukee
South Wayne
Sparta
Sylvan
Tomah
Troy
Twin Grove
Verona
Viola
Viroqua
Walworth
Watertown
Wauwatosa
West Allis
Westby
West Salem
Whitewater
Williams Bay
Wisconsin Dells
Zenda

**FOR DETAILS OF INTRA-STATE SERVICE, RATES, SCHEDULES AND
OTHER INFORMATION, PHONE THE NEAREST GATEWAY TERMINAL**

By Mr. Nolan:

Q. In what county in Iowa are those trucks and tractors licensed?

A. Pottawattamie.

Q. Then the other 28 tractors that you referred to, by whom are they owned?

A. They are leased operators.

Q. By various people? They are owned by various owners; is that right?

A. Yes.

[fol. 2623] Q. Do you have leases just for trips with those operators, or do you have extended term leases?

A. Trip-lease basis.

Q. They are operators whom you may contact when you want something hauled; is that right?

A. They are always available at this end for our use.

Q. Well, I am saying, you contact them just on a trip basis; is that correct?

A. That is right.

Exam. Carpenter: Known as owner-operators?

The Witness: They are owner-operators.

By Mr. Nolan:

Q. You use those 28 tractors only on a trip basis on call and demand by your company; isn't that correct?

A. Yes.

Q. How many trailers are owned and licensed in the name of the Iowa-Nebraska Transportation Company?

A. Just one minute, please. Twenty-five.

Q. And where are they licensed?

A. In the State of Iowa.

Q. And in Pottawattamie County?

A. Yes sir.

Q. Who owns the other 35 trailer units that you referred to that your company owned?

A. They are privately owned by owner-operators, and we lease them from them.

Q. On a trip basis?

A. Yes.

By Mr. Nolan:

Q. I notice under your certificate you have authority to operate between Marengo, Iowa, and Belle Plaine, Iowa, as follows:

"From Marengo over Iowa Highway 212 to Belle Plaine and return over the same route."

Now, state whether or not your company operates over that route regularly and daily?

Mr. Cohn: Objection, as being a route not involved within the issues in this proceeding.

Exam. Carpenter: It goes into Marengo, does it not?

Mr. Nolan: Yes, sir.

Exam. Carpenter: Objection overruled.

The Witness: We operate into Marengo every day.

Mr. Nolan: I move to strike the answer as not responsive to the question.

Exam. Carpenter: The answer may be stricken.

The Witness: What is the question, please?

Exam. Carpenter: Read the question, please.

(Question read.)

[fol. 2631] The Witness: Our peddle truck from Des Moines peddles shipments when it leaves Des Moines in the morning, for the East, peddles shipments to Marengo and Belle Plaine if we have them.

By Mr. Nolan:

Q. Does it traverse the route I just described, regularly and daily?

A. Yes, it travels this route daily, and delivers the shipments we have.

Q. And state whether or not service is performed to and from Marengo by the use of the three highways which I have described, namely over U. S. Highway No. 30, over U. S. Highway 6, and over the combination of U. S. Highway 34, U. S. Highway 218, and U. S. Highway 6, from and between Omaha and Chicago?

A. I don't believe . would be practical to travel Highway

[fol. 2616]

EXHIBIT No. 55

*Received in evidence as a late filed exhibit**T. K. Carpenter Examiner**6/12/52**Page 2272 of transcript*

BEFORE THE INTERSTATE COMMERCE COMMISSION

Docket #MC-29130 (Sub. 69)

IN THE MATTER OF THE APPLICATION OF THE ROCK ISLAND
MOTOR TRANSIT COMPANY—DES MOINES, IOWA
Motor Carrier of Freight-Extension

Late filed Exhibits Nos. — to —

Transcript of Testimony

of

CARL REED, Chairman of Iowa State Commerce Commission

E. S. PETERSEN, President of Iowa-Nebraska Transportation Company

BIRNEY BAKER, President of Des Moines Transportation Company

FRED MILLETT, Assistant Traffic Agent, Rock Island Motor Transit Company

from hearing on Docket MC-29130 (Sub. 69) T. A.

A. B. HOWLAND, 501 Bankers Trust Building, Des Moines, Iowa, Attorney for Applicant.

[fol. 2617] CARL REED, Chairman—Iowa State Commerce Commission (R. 1098-1101) testified:

By Mr. Nolan:

Q. Will you state your name, place of residence, and occupation, please?

A. My name is Carl W. Reed. I am temporarily residing in Des Moines. I am a member of the Iowa State Commerce Commission. My permanent home is at Cresco, in this state.

[fol. 2624] Q: And by various and sundry truck-owner-operators?

A: Yes.

Q. So then in reality, your company owns and has licensed in its own name, eight pickup trucks, 22 tractors and 25 trailers?

A. That is true, to the best of my knowledge, without my records and books here.

Q. Could you furnish us a certified list of your registration on those trucks owned by your company? Would you be willing to do that?

A. Well, I would be willing to do it. I don't see any sense to it. They are on the records in Pottawattamie County, and you can go and get them.

(R. 1224)

Q. Under the designated authority of your company's certificate, MC-47619, I notice that you have the following specified route authority, under the caption, "Between Chicago, Illinois, Omaha, Nebraska," as follows:

"From Chicago over alternate U. S. Highway 30 to junction U. S. Highway 30, thence over U. S. Highway 30 to Denison, Iowa, thence over Iowa Highway 141 to Sioux City, Iowa, and thence over U. S. Highway 75 to Omaha (also from Denison over U. S. Highway 30 to Missouri Valley, Iowa, thence over U. S. Highway 75 to Omaha)."

Now, Mr. Petersen, is it claimed by you as the chief executive of your company that you render a regular daily motor carrier service to all points upon the route which I have just described?

[fol. 2625] A: Our service is offered to all those points.

(R. 1227)

By Mr. Nolan:

Q. Now, Mr. Petersen, referring to your company's certificate, I notice there is a route described as follows, under the caption "Between Chicago, Illinois, and Omaha, Nebraska": "From Chicago over U. S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction Illinois Highway 82, thence over Illinois Highway 82 to Geneseo, Illinois (also from Chicago over U. S. High-

30 and 34 to run shipments to Marengo and Belle Plaine. They are all handled from our Des Moines terminal.

Q. Do you use those routes in performing service to and from Marengo, regularly and daily?

A. I wouldn't think so.

Q. Well, do you or don't you? Answer my question.

Exam. Carpenter: Do you know? If you don't know, say you don't know.

The Witness: I don't know.

By Mr. Nolan:

Q: I notice in your certificate that the following route is described between Marshalltown and Des Moines, Iowa:

"From Marshalltown over Iowa Highway 330 to junction Iowa Highway 64, then over Iowa Highway 64 to Des Moines and return over the same route."

[fol. 2632] State whether or not your company operates a regular daily service over that route.

Mr. Cohn: Objection, as not being a route involved in this application.

Exam. Carpenter: You may have a continuing objection to those particular types of questions, Mr. Cohn. The objection is overruled. Go ahead.

The Witness: Do you want me to answer that?

Exam. Carpenter: Yes, sir?

The Witness: We operate a peddle truck from Des Moines every day, out over 64 to Marshalltown.

By Mr. Nolan:

Q. Then where to?

A. On up to Highway 30.

Q. And return over the same route?

A. Yes.

Q. State whether or not you use in transporting freight to and from Marshalltown, to and from Omaha, Nebraska, and to and from Chicago, Illinois, by the use of the Highway which I have just described.

A. Yes.

Q. You are now the chairman of the Iowa State Commerce Commission, are you not?

A. I am this year, yes, sir.

Q. That is a rotating office among the members of the Commission, is that right?

A. That is right.

Q. How long have you been a member of the Iowa Commerce Commission, Judge?

A. Since the second day of January, 1941.

Q. And you have been a practicing lawyer and also a judge of the District Court here in Iowa, have you not?

A. That is correct.

Q. And a member of the State legislature years ago?

A. Back in the early twenties.

Q. Now, Judge, the general duties of the Iowa Commerce Commission, is dealing with the shipping problems of the people of Iowa, is that correct?

A. Yes.

Q. The Iowa State Commerce Commission is the statutory body created by the legislature to look after the shipping interests and needs of the people of the State of Iowa, is that correct?

A. That is right.

Q. Now, the Iowa State Commerce Commission has intervened in support of the instant application, and would you state the position of the Commission in this proceeding, Judge?

A. The Commission is primarily interested in these matters in seeing that service is furnished to the various communities. We are interested in this particular case because of the service that is needed in the communities along the route covered by the Rock Island Motor Transit application.

That truckline has been furnishing service to these communities under authority of the Commission, and also some interstate authority, for several years, since before I came on the Commission.

Many of these towns have no other truck service whatever, except that furnished by the Rock Island Motor Transit. Some of them have no rail service, either, and it is because of the needs of the community for the kind of

way 34 to junction U. S. Highway 6, thence over U. S. Highway 6 to Geneseo) thence over U. S. Highway 6 via Iowa City, Iowa, to Atlantic, Iowa, thence over Iowa Highway 63 to Ayoca, Iowa, thence over Iowa Highway 64 to Council Bluffs, Iowa, thence over the Missouri River"—

Exam. Carpenter: That is "thence across."

By Mr. Nolan:

Q. —"thence across the Missouri River to Omaha (also from Atlantic over U. S. Highway 6 to Omaha)."

Now, that is the route that you claim that you operate daily; is that right?

A. Yes.

Q. And you give peddler service in both directions over that route?

A. Yes.

(R. 1235)

Q. Do you operate into Cedar Rapids daily?

A. Yes, from Chicago, and also from Omaha.

Q. Over what route?

A. From Chicago, over our regular route, to Cedar Rapids.

[fol. 2626] Q. That isn't what I asked you. Over what route do you operate from Chicago to Cedar Rapids and from Omaha to Cedar Rapids, which you claim to be a daily operation?

A. We operate over our regular routes, is the only thing I can tell you.

Q. Well, what—

Exam. Carpenter: Do you mean all three of the routes that have been mentioned by Mr. Nolan? That is, you have a route authority north of Highway 6, and one south of Highway 6, have you not?

The Witness: What is your question again?

Exam. Carpenter: Read the question.

(Question read.)

The Witness: The answer is yes.

Q. State whether or not you use the highway which I have just described between Marshalltown, Iowa, and Des Moines, Iowa, in transporting freight from Chicago, Illinois and points in Illinois, to Des Moines, Iowa?

A. Yes.

Q. Is that a regular daily scheduled operation?

A. When the traffic warrants.

[fol. 2633] Q. Well, is it operated regularly and daily?

A. That I couldn't answer.

Q. What would you say would be the frequency of that operation?

A. I wouldn't know without my records.

Q. What is your best judgment on it?

A. I wouldn't want to make a guess.

Q. State whether or not you would use the highway which I just described between Marshalltown, Iowa, and Des Moines, Iowa, in the transporting of freight between Marshalltown, to and from Omaha, Nebraska?

Mr. Cohn: Objection, as not being involved in this application. The service between Marshalltown and Omaha, Nebraska, is not involved in this application.

Exam. Carpenter: I take it you said to Des Moines?

Mr. Nolan: Through Des Moines.

Exam. Carpenter: Over Highway 6?

Mr. Nolan: That is right.

Exam. Carpenter: Objection overruled.

The Witness: The operation over this Highway 64 is from our Des Moines terminal on our peddle truck. It goes up there every day.

By Mr. Nolan:

Q. So then there is a regular scheduled daily operation between Marshalltown, Iowa, and Omaha, Nebraska, by the use of the Highway which I have just described between Des Moines and Marshalltown, is that right?

A. We have a regularly scheduled operation from Omaha into Des Moines and that freight is broken at Des Moines [fol. 2634] and put on this peddle truck that leaves Des Moines that goes to Marshalltown the next day.

By Mr. Nolan:

Q. Well now, Mr. Petersen, do you operate over U. S. Highway No. 30 between Chicago and Cedar Rapids, in a daily operation?

A. Yes.

Q. Do you operate over U. S. Highway 30 between Omaha and Cedar Rapids daily?

A. Yes.

Q. And that is a daily scheduled operation, is it not?

A. Yes.

Q. And actually operated by your company daily, except Sundays and holidays?

A. Yes, except Saturdays.

Q. And you give a local service between Chicago and Cedar Rapids?

[fol. 2627] A. Yes.

Q. Between Cedar Rapids and Omaha?

A. Yes.

Q. For traffic moving in both directions between Chicago and Cedar Rapids, and Cedar Rapids and Omaha?

A. Yes.

Q. Do you serve intermediate points between Chicago and Cedar Rapids and Cedar Rapids and Omaha in both directions on this daily scheduled operation?

A. When the shipments are offered to us.

Q. All right. Now, do you serve Cedar Rapids through the use of U. S. Highway No. 6 on a daily basis from Chicago and from Omaha?

A. Yes.

Q. And is that a service in both directions?

A. Yes.

Q. And does that include service to intermediate points in connection with the use of Highway No. 6 between Chicago and Cedar Rapids, and Cedar Rapids and Omaha?

A. Yes.

Q. Do you serve Cedar Rapids by the use of U. S. Highway No. 34 and 213, and the other highways connected with your operations on U. S. Highway No. 34?

A. What was that question again, please?

Exam. Carpenter: Read the question, please.

(Question read.)

Q. State whether or not the highway which I have described in your certificate between Marshalltown, Iowa and Des Moines, Iowa is used by your company in its operations between Des Moines, Iowa and Chicago, Illinois?

A. I answered that question once. We do use it.

Q. And is that on a through schedule operation?

A. Occasionally.

Q. In other words, do you use that highway which I have described between Des Moines, Iowa and Marshalltown, Iowa, in routing a truck from Des Moines, Iowa to Chicago, Illinois?

A. Yes.

Q. And in a return movement?

A. Yes.

Q. And how frequently would you say that operation would be conducted?

A. I would not want to make a guess.

Q. Now I notice that you have in your certificate a route between Avoca, Iowa and Des Moines, Iowa, as follows:

"From Avoca over Highway 64 to Des Moines and return over the same route."

State whether or not that highway is used regularly.

A. It is.

Q. And daily?

A. Yes, I would say practically daily.

Q. And is a service provided to the intermediate points on that route?

[fol. 2635] A. Yes.

Q. On a daily scheduled basis?

A. Yes.

Q. State whether or not the highway which I have just described between Avoca, Iowa, and Des Moines, Iowa is used for the transportation of shipments with your company's equipment between Chicago, Illinois and Avoca, Iowa?

A. It is.

Q. And to and from the intermediate points from Chicago, Illinois to and from the intermediate points between Avoca, Iowa, and Des Moines, Iowa?

A. It is.

service that the Rock Island has been furnishing, and only the Rock Island Motor Transit has been furnishing that we are interested in and supporting this application.

Q. If there is some other carrier that would give comparable service, or was giving comparable service to the Rock Island Motor Transit Company, would your position be different than it is, if there was some other carrier or carriers doing that service?

A. Well, it would be different to this extent. That if some community was getting satisfactory service we would [fol. 2619] not want to disturb that service.

Q. State whether or not in your opinion, if the Rock Island Motor Transit Company's operations were curtailed to the point—I mean if their traffic were curtailed to the point where their operations would have to be lessened or the quality of service diminished, state whether or not, in your opinion, that would create an emergency situation to many of these points presently served by the Rock Island Motor Transit Company.

A. It is my belief that it would. Many of those communities would be able to get no service whatever.

Q. What is the fact as to whether or not the demands of the various communities of the State of Iowa are made known to your commission in regard to the service or lack of service currently?

A. Yes, we have had information along this line from both shippers and commercial clubs in some of the towns.

Q. I mean as a general proposition, where there is a necessity for service, that comes to your attention, does it not, throughout the State, where there is poor service, or where there is no service? Does that come to your attention, other than through the carriers?

A. Oh, yes, yes, It does.

Mr. Nolan: I believe that is all.

Exam. Carpenter: Cross examine, Mr. Cohn?

Mr. Cohn: I don't believe I have any questions.

Mr. Huston: No questions.

Mr. Rice: No questions.

Q. And is that a daily scheduled operation?

A. Yes.

Q. Now, as I understand your testimony, you have a daily scheduled peddle operation between Omaha, and Des Moines, over U. S. Highway No. 6, is that correct?

A. Well, I will qualify that answer. The truck comes to Avoca on Highway 64 and leaves Avoca and Highway 83, and traverses U. S. 6 from Atlantic on to Des Moines.

Q. Is that a daily scheduled operation?

A. Yes, except Saturday.

Q. Does that operation operate in the reverse direction daily?

A. Yes.

Q. Service to and from all intermediate points?

A. Yes.

Q. And how many units, how many vehicles are used in [fol. 2636] that operation?

A. One.

Q. You mean that a truck leaves Omaha, peddles that entire route to Des Moines and back again, in the same day?

A. The truck leaves Avoca, and travels to Des Moines, and back to Avoca.

Q. Peddling all the intermediate points that day?

A. Yes.

Q. Then you use another truck from Omaha to Avoca, and return to Omaha, the same day?

A. Yes.

Q. That would be two trucks then used in that operation?

A. Yes, that is right.

Q. Now, do you have any through operations from Omaha to Des Moines, daily?

A. Only the ones spoken of before.

Q. Just the peddle truck?

A. Yes.

Q. You have no overhead operations between Omaha and Des Moines?

A. Only when the traffic warrants.

Q. How frequently would that be?

A. I wouldn't want to—I wouldn't be able to answer that.

The Witness: Do you mean, do we run a truck from Council Bluffs down around 34, up to Cedar Rapids?

[fol. 2628] By Mr. Nolan:

Q. I am asking you if you perform a service in and out of Cedar Rapids in connection with your use of U. S. Highway No. 34, and the other connecting routes in your service from Cedar Rapids to Chicago, and Cedar Rapids to Omaha, irrespective of the physical operation of any particular piece of equipment.

Exam. Carpenter: Go ahead and answer the question if you can.

The Witness: Let me have the question again.

Exam. Carpenter: Read the question.

(Question read.)

Mr. Cohn: Do you understand the question, Mr. Petersen?

The Witness: No, I don't believe I do.

By Mr. Nolan:

Q. Well now, Mr. Petersen, you stated that you operated in and out of Cedar Rapids for the handling of interstate traffic, both from Omaha to Cedar Rapids, and from Chicago to Cedar Rapids, and vice versa, and that you used your routes authorized by the Interstate Commerce Commission in the performance of that service, did you not?

A. Yes, but we would use the shortest route.

Mr. Nolan: I move to strike that answer, "use the shortest routes," as not being responsive.

Mr. Cohn: I think it is responsive.

Exam. Carpenter: The portion of the answer referring to the shortest route is stricken.

By Mr. Nolan:

Q. Mr. Petersen, you told me just before lunch that your company is now serving and has been serving Cedar Rapids, Iowa, to and from Chicago and to and from Omaha on the

[fol. 2620] E. S. PETERSEN, Pres. of Iowa-Nebraska Transportation Company, Inc., Avoca, Iowa (R. 1215 to 1293 inc.) testified:

Q. Now, you testified that you had ten delivery trucks, fifty tractors, and approximately sixty trailers?

A. Yes.

Q. Are those all company-owned units?

A. They are not.

Q. How many company-owned units, licensed in the name of Iowa-Nebraska Transportation Company, does your company have, and can you furnish us a certified list of those vehicles, showing the place where they are registered?

A. The Iowa-Nebraska Corporation owns eight pickup and delivery trucks.

Q. And are those licensed—

Exam. Carpenter: Wait a minute. I don't think that is a complete answer to your question.

By Mr. Nolan:

Q. Let's break it up as we go along. Are those eight pickup and delivery trucks licensed in the name of the Iowa-Nebraska Transportation Company?

A. They are.

Q. Where are they licensed?

A. Seven are licensed in the State of Iowa, and one in the State of Illinois.

Q. Where are those eight units used?

A. In the State of Iowa, and the City of Chicago.

Q. So the company owns eight pickup and delivery trucks?

[fol. 2621] A. Yes.

Q. Licensed in the name of Iowa-Nebraska Transportation Company; is that right?

A. That is right.

Q. How about these two other delivery trucks that you referred to, that you said the company used or had control over?

A. They are leased trucks in the City of Chicago.

Q. Who owns those trucks?

[fol. 2629] three routes, U. S. Highway 30, U. S. Highway 6 and the combination of U. S. Highway 218, U. S. Highway 34, and U. S. Highway 6.

Now, will you tell me whether or not your company has been and is presently performing a pick up and delivery service to all points intermediate between Cedar Rapids and Omaha via U. S. Highway 218 and U. S. Highway 34?

Mr. Cohn: To which objection is made, on the ground that the route involved is not in issue in this proceeding.

Exam. Carpenter: Only a portion of the route isn't, Mr. Cohn.

Mr. Cohn: I say intermediate points, to which reference was made, are not in issue in this proceeding.

Exam. Carpenter: Mr. Nolan, are you talking of intermediate points on 218, or on both 218 and 34?

Mr. Nolan: Both 218 and 34.

Exam. Carpenter: Objection overruled. Go ahead and answer the question.

The Witness: We are performing such operation when we have call for the service.

By Mr. Nolan:

Q. Well, how regular would you say that service is?

A: I couldn't state without my records.

Q. Well, what is your best judgment? Would it be twice a week?

A. I wouldn't want to make a guess at all.

Q. Would it be weekly?

Mr. Cohn: I submit—

[fol. 2630] Exam. Carpenter: The witness said he didn't want to make a guess, Mr. Nolan.

By Mr. Nolan:

Q. But you do hold yourself out and have performed service to the intermediate points I just referred to?

A. Yes.

Mr. Cohn: I object to it as being repetitious.

Exam. Carpenter: Objection sustained.

A. Well, I wouldn't know offhand.

Q. Well, now, you told your counsel that you had two pickups, two pickup trucks in Chicago. Now, do I understand you have three pickup trucks there, one company-owned, and two leased pickup trucks?

A. That is right.

Q. Then you made a mistake when you told your counsel you only had two pickup trucks there?

A. I did.

Q. Now, how many tractors are owned and licensed in the name of the Iowa-Nebraska Transportation Company?

A. Just one minute, please. 22 tractors.

Q. And where are they licensed?

A. They are all licensed in the State of Iowa.

Q. Are they used in the transportation of the different kinds of commodities which you have been engaged in handling the last several years?

A. Yes.

[fol. 2622] Q. In what county are they licensed in in the State of Iowa?

Mr. Cohn: I am going to object to this line of inquiry, as having no materiality with any of the issues in this proceeding, as to licensing of the equipment in the State of Iowa, or any other state. It does not tend to prove or disprove any of the issues in this proceeding.

Exam. Carpenter: What is the purpose of the line of questioning?

Mr. Nolan: To determine the fitness and qualification of this company to perform the service they claim they are able to perform.

Mr. Cohn: Where the equipment is licensed, I submit, has certainly no bearing on that question.

Mr. Nolan: It may have before I get through.

Exam. Carpenter: Well, I will overrule the objection, but do not continue that line of questioning too far.

Mr. Nolan: I won't. I will assure you, I want to get out of here as early as possible.

Q. Give us your best judgment on it—twice a week—three times a week?

A. I don't believe I can answer it. I don't have any records to show.

[fol. 2637] Exam. Carpenter: Proceed.

By Mr. Nolan:

Q. Now if I understand your operation, you have a peddler truck that operates daily from Des Moines to Marengo, Iowa, is that correct?

A. Yes.

Q. And then goes north to Belle Plaine?

A. If there are shipments on it for Belle Plaine.

Q. Well, does it or does it not go north to Belle Plaine, whether you have shipments or not to Belle Plaine.

A. That I could not answer.

Q. Then you have another peddler truck which you claim operates between Des Moines, Iowa and Marshalltown, Iowa, over the route that I have described here this afternoon?

A. Yes.

Q. And that is a peddler operation?

A. Yes.

Q. Do you have any overhead operations between Des Moines and the Tri-Cities daily?

A. We don't serve the Tri-Cities.

Q. You don't serve the Tri-Cities at all?

A. No.

Q. Mr. Petersen, you testified this morning you serve all intermediate points between and including Davenport and Omaha.

A. We serve Davenport.

Q. Well, isn't Davenport a part of the Tri-Cities?

A. I think so.

By Mr. Nolan:

Q. Do you have any overhead operations between Des
[fol. 2638] Moines and Davenport, any truck operating between those two terminals daily?

A. Yes, on overhead truck that would be destined to Chicago, with a drop-off in Davenport.

Q. How many of such truck operations would you have going through Davenport, Iowa, daily?

A. Oh, possibly one, practically every day. I wouldn't say they are definitely every day.

Q. That is on a scheduled route operation, on U. S. Highway No. 6?

A. Yes.

Q. Do you have any scheduled and do you operate any trucks between Omaha, Nebraska and Chicago, Illinois, on a scheduled operation?

A. Yes.

Q. And that is on U. S. Highway No. 6, or may it be on 30, 6, or 34?

A. It would be either on Highway 6 or Highway 64, to Des Moines, and 6 from Des Moines on in.

Q. Is that a scheduled daily operation?

A. I wouldn't say it was daily.

Q. Well, what would be the frequency of such an operation?

A. Possibly four times a week.

Q. And do you operate more than one vehicle in such operation on any different or given days, in the operation between Omaha, and Chicago, Illinois.

A. Yes, there are two vehicles assigned to that run.

[fol. 2639] Q. How frequent would you say you operated two vehicles between Omaha and Chicago, Illinois, either over U. S. Highway No. 6 or by the use of Highway 64 and U. S. 6?

Mr. Cohn: The question was from Omaha, to Chicago, originally. Now it has become between. I assume you still mean from Omaha to Chicago?

Mr. Nolan: I think the question is plain.

Mr. Cohn: I don't think it is.

Exam. Carpenter: Read the question.

(Question read.)

Exam. Carpenter: There is no question as to from.

By Mr. Nolan:

Q. I will put it from Omaha.

Exam. Carpenter: The question is from Omaha to Chicago, I assume that.

By Mr. Nolan:

Q. Over either or both of those routes, how frequent would you operate two units?

A. They are scheduled runs for each one to make two trips a week.

Q. But you say that you have at least one scheduled operation between Omaha and Chicago at least four times a week, is that correct?

A. That is the same one I am talking about now, that uses these two trucks.

Q. Well, then do I understand your answer to be that you only operate twice a week with two vehicles on those occasions between Omaha and Chicago, is that correct?

[fol. 2640] A. No, it is not correct in this sense: That our local truck in Omaha, to Avoca, would have the Chicago freight and we would start the truck from Avoca to Chicago.

Q. Well, then your operation between Omaha and Chicago is two days a week with two vehicles, irrespective of where you may—what route or where you may operate to intermediate points on those operations, isn't that true?

A. I believe that would be correct.

Q. All right.

How about from Chicago to Omaha, and intermediate points? How frequently do you have scheduled operations out of Chicago, either by the use of U. S. 30, U. S. No. 6, or by a combination of U. S. No. 6 and Iowa 64, or by a combination of U. S. Highway No. 6, 218 and 34?

A. Well, we would have scheduled runs. We have the trucks leaving Chicago every night, according to how the traffic warrants.

Q. Well, how many do you operate between Chicago and Omaha, over the routes which I described?

A. It could possibly be three, or it could possibly be 10 some nights; I wouldn't know.

Q. And those are destined to Omaha, is that right, or do they serve all intermediate points on the routes which I have described?

A. Some of them may have straight loads, and some of them may have some drops.

Q. But those two to ten——

Mr. Cohn: Three to ten.

[fol. 2641] Exam. Carpenter: Three to ten.

By Mr. Nolan:

Q. Three to ten are regularly scheduled routes between Chicago and Omaha, or intermediate points in Iowa between Davenport and Omaha, is that right?

A. They are available; if the traffic warrants we send them out of Chicago.

Q. Are those your own trucks, or are those leased?

A. They could be both.

Q. How many of your own trucks do you operate, on the average, daily, out of Chicago into the Iowa territory, or through the Iowa territory to Omaha?

A. I couldn't answer that question.

Q. What is your best judgment on it?

A. I don't have any judgment on it.

Q. You told us about your scheduled operations here this morning, and you were very exact in the details of the matters you wanted to tell us about. Can't you tell us now how many trucks you have on the average between Chicago and Omaha, on any of these routes, which we have described here this afternoon?

A. As I said, we have three to ten.

Q. Now, I believe you testified this morning that the operations which you have described on direct examination between Omaha and Chicago, and Chicago and Omaha, along U. S. Highway No. 6 and to and from intermediate points, has been the same and has been conducted regularly to your personal knowledge since 1938?

[fol. 2642] A. The service has always been there to be had.

Q. That has been a regular service as you described here this afternoon, along U. S. Highway No. 6?

A. It has been that way according to the traffic that has been available.

Q. Well, it has been approximately the same frequency as you described here this afternoon, these operations which we have detailed between Omaha and Des Moines, Des Moines and Davenport, Omaha and Chicago, and between Des Moines and Chicago, is that correct?

A. I don't remember that far back.

Q. Well now, Mr. Petersen, you told us this morning that you have been with this company since 1938 and the operations are substantially the same today as they were then, and they have been continuous since that time, is that correct?

A. Well, I know this, that our operation has been about the same as far as the operation is concerned, and we handle all the traffic that has been offered to us in our operation.

Mr. Nolan: Well, I move to strike that answer as not being responsive to the question. Read the question to the witness.

Exam. Carpenter: Read the question.

(Question read)

Exam. Carpenter: The answer may be stricken.

Mr. Conn: Did you make that statement this morning?

The Witness: I don't remember.

By Mr. Nolan:

Q. Now, Mr. Petersen, as I understand your operations [fol. 2643] today, you have a scheduled operation between Des Moines and Omaha, operating in each direction on fixed routes. You have another operation between Des Moines and Marengo, up to Belle Plaine, on fixed routes, which are daily. You have at least two scheduled operations between Omaha and Chicago, Illinois, traversing fixed routes in Iowa. At least two trucks on each of those occasions. You have from three to ten trucks leaving Chicago for

Omaha and intermediate Iowa points on fixed routes on a daily basis. Is that a correct summary of those operations?

A. I would say so.

Q. And those operations are substantially the same now as they have been since 1938, is that correct?

A. Our operations are more extensive now than they were in 1938.

Mr. Nolan: I move to strike the answer as not being responsive to the question.

Mr. Cohn: I think the answer is responsive.

Exam. Carpenter: I think the answer is all right, Mr. Nolan.

By Mr. Nolan:

Q. All right. You opened the door there, now let's see how far we can drive in. You say your operations are more extensive than they were in 1938. You just tell me in each particular where in your operations are more extensive to date than they were in 1938. Give me each point served and the route traversed wherein your operations are more extensive to date than they were in 1938.

A. Well, over the operation of No. 6, in general, we have had more business offered to us, and which we have been handling.

Q. All right. Let me interrupt there a minute. How many [fol. 2644] more trucks are you running over U. S. Highway No. 6 today, on a regular scheduled basis than you did in 1938?

A. I don't believe I could answer that.

Q. Where else are your operations more extensive to date than they were in 1938?

A. We have more extensive peddle runs on Highway 30, but that is not involved in this application.

Q. Well, how much more extensive on 30 today than you had in 1938? Just tell me what the details of those peddle operations are on U. S. Highway 30 today?

Mr. Cohn: I am going to object to that question, as involving a route and points of service not involved in this application.

Exam. Carpenter: You may answer.

The Witness: I couldn't say without checking the records.

By Mr. Nolan:

Q. Well, you don't know, is that the answer? You personally don't know?

A. I personally don't know.

Q. All right. Where else are your operations more extensive to date than they were in 1938?

A. I don't know.

Q. You did conduct regular scheduled operations over the routes which we have described here between Omaha, and Chicago and the intermediate points, did you not, in 1938?

A. We have continuously, whenever the traffic was tendered to us.

Q. Well, those were regular scheduled operations; were they not?

A. Most of the time.

[fol. 2645] Q. And you had this three to ten units coming out of Chicago, scheduled to Omaha, or intermediate points in Iowa, since 1938?

A. I would say most of the time.

Q. How many miles is it across the State of Iowa from Davenport to Council Bluffs?

A. 318 miles, I believe.

Q. And that is by the use of U. S. Highway No. 6?

A. Yes.

Q. How many miles is it from Davenport to Council Bluffs, Iowa, by the use of U. S. Highway No. 6 to Iowa City, U. S. Highway No 218 from Iowa City to Mount Pleasant, and by the use of U. S. Highway 34, from Mount Pleasant to Council Bluffs?

A. Mr. Cohn: I am going to object, as not being the route involved in this application.

Exam. Carpenter: Objection overruled. I gave you a continuing objection on those questions, Mr. Cohn.

The Witness: I don't know.

By Mr. Nolan:

Q. Now, I don't suppose you are able to state then, the mileage between the east line of the State of Iowa on U. S. Highway No. 30, and the west line of the State of Iowa, on U. S. Highway No. 30, are you?

A. I don't believe so.

Q. It would be in excess of 300 miles?

A. I wouldn't want to say.

Q. Now, Mr. Petersen, you recall the ton-mile tax that was in force and effect in Iowa up until the year 1940, that [fol. 2646] applied to carriers engaged in the transportation of freight by motor vehicles, both in intra and interstate commerce?

Mr. Cohn: Objection, as having no materiality or relevancy to any issues in this proceeding.

Mr. Fairgrave: It is repetitious. The question has been asked and answered before, as I recall.

Mr. Rice: The same question was put this morning.

Mr. Nolan: It is merely preliminary.

Exam. Carpenter: The question was asked early this morning. The objection is sustained. It has been answered.

By Mr. Nolan:

Q. That was, was it not, a quarter of a cent a ton-mile tax imposed upon the gross weight of vehicle and load?

Mr. Cohn: Objection as not having any materiality or relevance to any issues in this proceeding.

Mr. Nolan: He said he recalls the ton-mile tax and was familiar with it.

Mr. Cohn: I objected to it at that time, and I object to this question.

Exam. Carpenter: The objection is overruled.

The Witness: I remember the ton-mile tax, but I wouldn't remember the rate on it.

By Mr. Nolan:

Q. What size unit would you say your company was operating over the specified routes in 1938 and 1939? What would be the gross load of those vehicles?

A. I could not answer that question.

Q. Would it be fair to say that the gross load of vehicle and load would average 40,000 pounds?

[fol. 2647] A. I couldn't remember.

Q. Well, would you say that was too high, or too low?

Mr. Cohn: Objection to the question. It has already been asked and answered.

Exam. Carpenter: Objection sustained.

By Mr. Nolan:

Q. Would it be 50,000 pounds?

Mr. Cohn: Objection.

Exam. Carpenter: Discontinue that line of questioning, Mr. Nolan.

By Mr. Nolan:

Q. All right. Assuming, Mr. Petersen, that a load, the weight of a load, including vehicle and cargo, was 40,000 pounds, and it was operated between the west line of the State of Iowa and the East line of the State of Iowa, for a distance of 300 miles. State whether or not the ton-mile tax on such a load would not be \$15 per trip?

Mr. Cohn: Objection.

Mr. Nolan: One way trip.

Mr. Cohn: Objection, as not being material or relevant to anything material to this proceeding.

Mr. Rice: Objection also—

Exam. Carpenter: Objection sustained.

Mr. Rice: He doesn't know what the rate was.

Mr. Nolan: Well, we will prove that otherwise.

By Mr. Nolan:

Q. Do you recall the amount of ton-mile tax paid by your company to the State of Iowa in 1939?

Mr. Cohn: Objection, as not material or relevant to any issues in this proceeding.

[fol. 2648] Exam. Carpenter: Objection sustained.

Mr. Nolan: If Your Honor please, this goes to the veracity and competency of this witness when he stated this operation has been continuous, and this is laying the foundation for purpose of impeachment.

Exam. Carpenter: I know exactly what you are trying to do, Mr. Nolan.

Mr. Nolan: Well, we will do it some other way.

By Mr. Nolan:

Q. You are familiar with the present compensation tax imposed upon motor vehicles which are engaged in the transportation of freight for hire, both in intra and interstate commerce by carriers operating through or in the State of Iowa, are you not, Mr. Petersen?

Mr. Cohn: Objection, as not material or relevant to any issues in this proceeding.

Exam. Carpenter: Are we tying that down anywhere at all, Mr. Nolan? Are you tying it down over just Highway 6? Of course it applies to the entire state, I understand.

Mr. Nolan: It applies, Your Honor, to the number of vehicles which this company has engaged in the serving of these various points and routes, and it goes to the very question of whether or not this carrier is complying with the statutory laws of the State of Iowa which goes to whether or not he is a bona fide operation—or his company is a bona fide operation. It goes to the competency and veracity of this witness, and as to whether or not the service he claims has been performed, is actually being performed by his company.

[fol. 2649] Exam. Carpenter: Do you have anything to say, Mr. Cohn?

Mr. Cohn: I would say the question would involve an interpretation of the laws of the State of Iowa which, in itself, would present a case of larger proportions than this alone, and that regardless of what was developed in this type of testimony, would have no bearing upon any of the issues in this proceeding under section—which is a case under the temporary authority provisions of the Interstate Commerce Act, as I interpret it, and along the lines

of what the compensation tax is, or isn't, or whether it is paid or isn't paid, certainly would not tend to prove or disprove any issues in this proceeding.

Mr. Nolan: I might add further on that, Your Honor, that this line of examination will tend to prove that this carrier does not have equipment dedicated to the transportation in interstate commerce over specified routes sufficient to give the service he claims he is giving to points intermediate on U. S. Highway No. 6 and on all these other routes that he is claiming he is giving such service.

Mr. Cohn: Certainly the other routes are not involved in this application. If there is any proof that this carrier is not giving the service over Highway 6, that certainly can be developed. It is certainly not to be developed under this type of presentation.

Exam. Carpenter: I will overrule the objection, but connect it up.

Mr. Nolan: I will certainly try.

[fol. 2650] Will you read the question, please?

Exam. Carpenter: Read the question.

(Question read)

The Witness: The answer is "yes".

By Mr. Nolan:

Q. And I will ask you to state what the fact is as to whether your company has licensed under the compensation tax of the State of Iowa, which we have just referred to, for operation over all the routes operated by your company in and through the State of Iowa, the following vehicles—types of vehicles: Three Class "A" vehicles of 8 tons or less.

Exam. Carpenter: Would you rather have them altogether?

The Witness: I will have one answer for it anyhow, he might as well read them all.

By Mr. Nolan:

Q. You answer the questions, just as I present them. Do you not have such vehicles licensed or plated under the compensation tax of the State of Iowa?

A. I believe we do.

Q. And that is an 8 ton vehicles gross, including vehicle and load, is that not right?

A. I assume you have the records. I don't have my records here. But I assume that is right.

Q. That would be for a peddle operation, would it not, or a pick-up operation, rather than even peddle?

A. It is for a peddle operation.

Q. All right.

State whether or not your company has presently licensed under the compensation tax law of the State of Iowa, one Class "B" vehicle with a gross carrying capacity of both vehicles and load of 12 tons?

[fol. 2651] A. Yes, I believe that is correct.

Q. State whether or not your company has licensed under the Compensation License Laws of the State of Iowa four Class "C" motor vehicles with a gross carrying capacity of both load and vehicle of 16 tons or less?

A. I believe that is correct.

Q. And state whether or not your company has 6 vehicles licensed under the Compensation Tax Law of the State of Iowa, designated as Class "D", with a gross load of vehicle and cargo of 16 tons or over?

A. Did you say that last was six?

Q. Yes, six Class "D".

A. I believe that is correct.

Q. And state whether or not it isn't a fact that those are all the vehicles that your company has licensed under the Compensation Tax Law of the State of Iowa, covering common carriers transporting freight by the motor vehicle both in intra and interstate commerce through or in the State of Iowa?

A. That is all the vehicles carrying plates, but then we use travel orders for the balance of the vehicles.

Mr. Nolan: I move to strike the answer as to travel orders for the balance of the vehicles. That is not responsive to the question.

Mr. Cohn: I think the witness has a right to explain his answer, if the Examiner please.

Exam. Carpenter: The answer may remain.

[fol. 2652] By Mr. Nolan:

Q. Those vehicles which I have just described are the vehicles which you operate regularly over all these routes which we have described herein, including your operations on U. S. Highway No. 30, U. S. Highway No. 6, to Des Moines, and Iowa Highway 64 to and through Avoca, to Council Bluffs, U. S. Highway No. 6 from Davenport to and through Council Bluffs, and U. S. Highway No. 6 to Iowa City, U. S. Highway No. 218 from Iowa City to Mount Pleasant, and U. S. Highway No. 34 from Mount Pleasant to Council Bluffs, and in the operations of the routes between Cedar Rapids, Iowa and Iowa City, Iowa, Marengo, Iowa, and Belle Plaine, Iowa, Marshalltown, Iowa, and Des Moines, Iowa, Avoca, Iowa and Des Moines, Iowa, is that not true?

A. That is true, according to the equipment license, and also the equipment using travel orders.

Q. Now, did you not state of direct examination, that you had three trucks operating daily from Omaha to Des Moines?

A. From Omaha to Des Moines?

Q. Yes, sir.

A. No, just one truck.

Q. Well, if you testified on direct examination that you had three trucks operating daily between Omaha and Des Moines, do you want to correct that testimony now?

A. That testimony was we had three trucks operating from Omaha to Avoca. I believe that is right.

Q. Well, if you testified that you had three trucks operating daily between Omaha and Des Moines, on direct examination, do you want to correct that testimony now?

[fol. 2653] A. Yes, we have one truck operating from Omaha to Des Moines.

Exam. Carpenter: I think his testimony was he only had one truck operating between Omaha and Des Moines.

Mr. Nolan: Your Honor, I have a note here that says he had three trucks. I may be in error.

Exam. Carpenter: So may I. That is my recollection of his testimony.

By Mr. Nolan:

Q. How long have you had a terminal in Des Moines, Mr. Petersen?

A. That I don't remember.

Q. When was your terminal in Des Moines first listed in the telephone directory of Des Moines, Iowa?

A. I wouldn't know that.

Q. Well, what is your best judgment on it?

A. I wouldn't want to make a guess.

Q. Now you said that you never transferred with the Rock Island Motor Transit—I mean interlined with the Rock Island Motor Transit, is that correct?

A. I don't believe I said that.

Q. Can you explain why there was a transfer to the Rock Island Motor Transit for a shipment at Des Moines, for a shipment to West Des Moines, within the last year?

A. No, I can't explain it.

Q. If you are operating daily there, would you not have made that delivery?

A. I certainly would, I can't explain it.

Q. You testified on direct examination that you were not tendering any shipments to the Rock Island Motor Transit [fol. 2654] Company to points where your company had authority to serve, is that correct?

A. I don't remember that testimony.

Q. But whether you testified to that or not, your company did tender such a shipment for West Des Moines delivery within the past year, isn't that true?

A. According to your record.

Q. You don't think we came over and stole that shipment from you, do you, to deliver it to West Des Moines?

A. No.

Mr. Nolan: That is all I have on that phase of it.

Exam. Carpenter: Mr. Howland?

Mr. Howland: I would like to examine the witness with respect to some other phases.

Cross examination.

By Mr. Howland:

Q. Mr. Petersen, when did you also inaugurate your so-called peddle run from Des Moines, to Marengo, and return by Tama?

A. I couldn't say. I don't have any records here to show it.

Q. Well now, Mr. Petersen, you have a total of only 50 employees in your organization?

A. I believe that is right.

Q. Yes.

Can you not tell us approximately when it was that the peddle run that you have testified to between Des Moines, Marengo, and return via Tama was first established?

A. I don't believe I can answer that.

Q. You can't answer that?

A. No.

[fol. 2655] Q. Is it not true that the peddle run was inaugurated in the year 1951?

A. No, I don't believe so. I believe it has been before that.

Q. How long, in your best judgment, was it before that, that that peddle run was inaugurated?

A. I wouldn't want to make a guess.

Q. In other words, you don't know?

A. I don't know.

Q. You have produced here certain groups of bills which you say, and which you testified on direct examination, were in support of the proposition that service had been rendered by Iowa-Nebraska Transportation Company. You so testified this morning.

A. Let's have that question again, please?

Mr. Howland: I withdraw the question.

By Mr. Howland:

Q. You have produced here for examination, certain groups of freight bills, have you not?

A. Those are our delivery receipts.

Q. Yes: Have you produced any delivery receipts which bear date prior to the month of June, 1951?

A. No. We have them in our files, however.

Q. Will you produce delivery receipts showing the handling of shipments, delivered at destinations, on U. S. Highway 6, between Des Moines and Marengo, for the years 1949 and 1950?

A. Yes; I believe we can.

Q. Now, I notice that your bills have certain prefixes before what I would refer to as the pro numbers.

A. That is right.

[fol. 2656] Q. One of those prefixes is "D. M.". What does that indicate?

A. That indicates the billing was made in the Des Moines office.

Q. The Des Moines office.

Another group of bills bears the prefix "C. H.".

A. That indicates the billing was made in Chicago.

Q. And another group of bills has the prefix "O. H.".

A. That indicates they were billed in Omaha.

Q. Have you produced here a number of bills bearing the "D. M." prefix, in which shipments for points for destinations between Des Moines and Marengo, Iowa were delivered to you by Watson Transportation Company and by Brady at Des Moines, Iowa?

A. I believe that is right.

Q. Yes.

In other words, those shipments were delivered to you at Des Moines for transportation to the destination, is that right?

A. Yes.

Q. Is it not true that in a large number of those bills for delivery at points between Marengo and Des Moines, Iowa, that the original routing was from Chicago, Illinois, over Watson, Brady, Merchants, or other carriers?

A. That I couldn't say without looking at the bills.

Q. Well, haven't you observed that that is true of quite a large number of those bills?

A. I wouldn't say quite a large number. There might be occasional bills.

Q. In other words, it is true, is it not, that in instances, Watson, Brady, Merchants have delivered to you at Des [fol. 2657] Moines for delivery to destinations between Des Moines and Marengo, shipments that have moved through the destination point?

A. I wouldn't want to say yes without a complete examination of the papers.

Q. All right. Let's examine a few of your Des Moines bills.

Refer to the bill bearing No. "D. M." 16552. Was that a shipment destined over your line between what points?

A. That shipment originated on our line, at Mitchellville.

Q. It bears the notation inbound reference Weber Ctge. What is indicated by that?

A. That is an error there. There is no inbound reference on it. Weber Cartage took the shipment from Chicago to Milwaukee.

Q. Weber is the delivering carrier?

A. Delivering carrier.

Q. Rather than the originating carrier then.

A. Yes.

Q. All right, look at the bill bearing reference "D. M." 16580. Tell us how that shipment moved.

A. It moved to Des Moines via Watson from Chicago.

Q. And it was destined to the Foremost Electric Company, at Grinnell?

A. That is right.

Q. Interchanged to your line at Des Moines, Iowa?

A. Yes.

Q. Look at the bill bearing pro number DM-16587, July 5, 1951. How did that shipment move?

A. It moved via Watson from Chicago to Des Moines, consigned to Colfax, Iowa.

[fol. 2658] Q. Consigned to Colfax, Iowa, and you performed the delivery service from Des Moines to Colfax, although the point of origin was Chicago?

A. It is right.

Q. Is the same thing true of pro number DM-16598, dated July 6, 1951, consigned to Mitchell Motors, at Grinnell, Iowa?

A. The shipment originated in Kansas City.

Q. That one is a Kansas City shipment?

A. Yes.

Q. How about the shipment bearing pro number 16653, prefixed "D. M.", July 7, 1951? How did that shipment move?

A. That shipment was given to us in Des Moines by Watson.

Q. Where did it originate?

A. It originated in Rockford, Illinois.

Q. The service which you performed was only between Des Moines and Colfax?

A. That is right.

Q. Now the shipments on which you performed delivery on your pro numbers bearing the prefix "D. M.", in many instances, originated on the lines of Watson at points such as Omaha, Kansas City, Missouri, or other points on the Watson line?

A. Yes.

Q. Look at pro number DM-16715, dated July 10, 1951. That shipment was handled in what manner?

A. Brought to Des Moines from Chicago by Watson.

Q. The originating point was Port Washington, Wisconsin, is that right?

A. That is right.

[fol. 2659] Q. That shipment was destined to Mitchellville, Iowa, was it not?

A. Right.

Q. Now, on your pro number DM-16735, that shipment was consigned to Newton, Iowa, and was that delivered to you at Des Moines, Iowa?

A. Yes.

Q. By Brady?

Q. That is correct.

Q. Look at pro number DM-16767, July 11, 1951. Was that a shipment moving Adel, Iowa, from Cincinnati, Ohio?

A. Yes.

Q. Delivered to you by Watson at Des Moines?

A. Correct.

Q. Look at the delivery receipt bearing pro number DM-16768. How was that shipment handled?

A. It was delivered to us at Des Moines by Watson.

Q. That shipment originated at Findlay, Ohio, consigned to Davis Oil Company, Ladora, Iowa?

A. That is right.

Q. On July 11, 1951?

A. Yes.

Q. How about shipment, or delivery receipt bearing the prefix DM and the number 16771. Where was that shipment from?

A. The shipment originated in Chicago, brought to Des Moines by Watson, and it was delivered to Grinnell, Iowa.

Q. On the 11th day of July, 1951, is that right?

A. Yes.

[fol. 2660] Q. The delivery receipt bearing pro number DM-16795 covers a shipment that was handled in what manner?

A. Brady picked it up at Rock Island, Illinois, and delivered it to us in Des Moines, and we delivered it to Newton, Iowa.

Q. That is on July 11, 1951, is that right?

A. I didn't notice the date.

(Handed to Witness)

A. Yes.

Q. Delivery receipt bearing No. DM-16821 was a shipment consigned to Carlson's Department Store, Colfax, Iowa, shipped by Smith Bros of St. Joseph, Missouri, interlined to you at Des Moines, by Watson?

A. Yes.

Q. That was, on July 12, 1951?

A. Correct.

Q. Do you know what the fact is as to whether Watson operates on U. S. Highway 6 to points such as Newton, Iowa?

A. I do not know anything of their operation.

Q. You are not familiar with that?

A. I am not.

Q. Now, is it not true that all of the shipments interchanged by you at Des Moines, in interstate commerce were with either Watson or Brady for delivery to points both west and east of Des Moines, on U. S. Highway No. 6, that are contained in this group of bills bearing the prefix D. M.—Before the pro number?

[fol. 2661] A. I would say that is right, according to this group of bills.

Q. Yes. And those bills cover what period of time—the top one is dated July 2 and the bottom one, as I recall, was dated August 15, 1951.

A. That is correct.

Q. What is the name of the driver on your peddle truck that you say operates between Des Moines and Marengo, and return, via Tama?

A. I do not know. I would have to call the office.

Q. Do you know how long he has been in the employ of the Iowa-Nebraska Transportation Company?

A. I do not.

Q. Is he one of the 50 regular employees of the Iowa Nebraska Transportation Company?

A. Yes.

Q. And you are unable to give us his name or the length of time that he has been employed?

A. That is right.

Q. Have you served any of the points in the Tri-City area located on the easterly side of the Mississippi River in connection with your service from Chicago or Omaha, over U. S. Highway 6?

A. Do you mean Rock Island, or East Moline?

Q. Rock Island, Moline, East Moline, Silvis, or any of the points on the easterly side of the Mississippi River?

A. No.

[fol. 2662] Q. You have performed no service at any of the Tri-Cities except the point of Davenport, Iowa?

A. That is right.

Q. What proportion of your shipments, handled by the Iowa-Nebraska Transportation Company, consist of truckloads, as compared to the total tonnage handled?

Mr. Cohn: Are you confining it to this territory, or the whole system?

Mr. Howland: I am referring to his whole operation.

The Witness: I'm not certain, but I believe our records show 51 per cent, or 56 per cent, something like that.

By Mr. Howland:

Q. 51 or 56 per cent would comprise truckloads? I just want to understand your answer.

A. Well, I'm trying to think. I know there is a question on the I. C. C. Report that asks the same questions as to percentages.

Mr. Cohn: Can you give us an approximation?

The Witness: I will say between 51 to 56 per cent, that would hit us somewhere in that.

By Mr. Howland:

Q. Now, do I understand that by that last answer you mean to say that approximately 51 to 56 per cent of the total tonnage handled by Iowa-Nebraska Transportation Company has been in truckload quantities?

A. That is what I said, but I will withdraw it. The I.C.C. Report, and the question on the I.C.C. Report is as to Special commodities.

Q. Well, what is your answer to that question? What percentage of your tonnage handled by the Iowa-Nebraska [fol. 2663] Transportation Company has been in the form of truckload shipments?

A. I cannot answer.

Q. Is it not true that on your I.C.C. Report that you have shown a figure of 80 per cent being truckloads?

A. I do not know.

Q. You don't know as to that?

A. No.

Q. You don't recall those figures for the years 1946, '47 and '48?

A. No, I don't.

Q. Now, the delivery receipts bearing the prefix "CH" indicate shipments billed by your company at its Chicago office?

A. That is right.

Q. And there is a group of those bills which you have submitted here. They begin with July 2, 1951, and extend to and include August 15, 1951, on the last. Does that appear to be correct.

A. It is.

Q. Now, these shipments, do I understand, delivery was effected by your over-the-road units to destinations between Des Moines and Davenport, Iowa, on U. S. Highway 6?

A. Either over-the-road, or peddle trucks.

Q. What peddle trucks did you have been Davenport, Iowa, and Des Moines, Iowa, in the months of July and August, 1951?

A. Any shipment being delivered to any point between Des Moines and Marengo was brought to the Des Moines terminal and rehandled and sent back on the peddle truck.

Q. But any shipment destined to any point between [fol. 2664] Davenport and Marengo, Iowa, I believe you said, delivery was effected by the road unit?

A. That is right, except for the over-the-road truck which would deliver the shipments to our agencies at Davenport and Iowa City, and would peddle the small shipments to the small towns.

Q. Now, when did you first have an agency at Davenport?

A. It has been several years, but I wouldn't know when.

Q. Approximately when, can you tell us?

A. No, I couldn't.

Q. Do you have a company employee stationed at Davenport?

A. No.

Q. Who performs the service for you at Davenport, Iowa?

A. At this time it is the G & M. Trucking Company.

Q. The G & M Trucking Company. And how long has that been in effect, that arrangement?

A. I do not know.

Q. Can you give us an approximation of that?

A. I don't believe I could guess at that.

Q. Now, Maher Bros. Transfer Company, as I under-

stand, have been the firm performing your service at Iowa City, Iowa?

A. That is right.

Q. And can you tell us approximately when that arrangement was entered into?

A. I cannot.

[fol. 2665] Q. Do you have any agency of any kind, draymen, or otherwise, at any point between Davenport and Iowa City, on Highway No. 6?

A. Between Davenport and Iowa City?

Q. Yes.

A. No.

Q. Do you have any agent at Marengo, Iowa?

A. No.

Q. You have no drayman to perform any pick-up and delivery service there?

A. No.

Q. How about Grinnell, Iowa?

A. No.

Q. How about Newton, Iowa?

A. No.

Q. How about Cedar Rapids, Iowa?

A. Yes.

Q. Who performs services for you at Cedar Rapids, Iowa?

A. Cedar Rapids Transfer and Storage Company.

Q. As I understand it then, you have no full-time employees of your company located at Cedar Rapids?

A. No, we have no full-time employees.

Q. When did you first establish an office or agency at Omaha, Nebraska?

A. We have always had an agency or a terminal at Omaha.

Q. Well, when was it that it was established as a company agency with a regular employee?

A. I do not remember.

[fol. 2666] Q. You are unable to answer that?

A. That is right.

Q. At some time, I take it, from your preceding answer, there was a change at Omaha from a drayage arrangement to a full-time company employee?

A: I believe that is correct.

Q. But you are unable to tell us when the change was made?

A. I wouldn't want to say, because I don't remember.

Q. Now, you referred to the town of Hancock being a point served in connection with your regular route between Omaha, Nebraska and Arcadia, Iowa, in connection with the delivery of packing house products. Do you recall that?

Exam. Carpenter: Read the question, Mr. Reporter, please?

(Question read)

Exam. Carpenter: That was an off-route point, Mr. Howland.

Mr. Howland: I believe it was an off-route point, the way you say.

By Mr. Howland:

Q. Where is Arcadia, Iowa, located?

A. Highway 30.

Q. About how far from the town of Hancock?

A. Mr. Cohn: Do you want to see a map?

The Witness: No, I know where it is. I don't understand why it would make any difference.

By Mr. Howland:

Q. Well, just answer the question as to whether it is and then we will let somebody else decide that.

[fol. 2667] A. O.K., I imagine it is about 45 miles between the two towns.

Q. Is Hancock named as a point, off-route, or otherwise, in your certificate between Omaha and Arcadia?

A. That is what it says here, yes.

Q. In your certificate?

A. Yes. "Service authorized to and from intermediate points and off-route points of Hancock".

Mr. Cohn: You mean all intermediate points and the off-route point of Hancock, among others, isn't that correct?

The Witness: That is right.

By Mr. Howland:

Q. Mr. Petersen, I will ask you if you will procure for us, and furnish to us, the name of the driver of your peddler truck operating between Des Moines, Marengo and return via Tama, and the date that he was first employed by your company?

Mr. Cohn: I don't see that is relevant or material to this case, if the Examiner please.

Exam. Carpenter: It might be very material, Mr. Cohn.

(Question read)

The Witness: Yes, I will furnish that information.

By Mr. Howland:

Q. Thank you. Now, when did you first have an arrangement with Smiley Bros. at Atlantic, Iowa?

A. I do not remember, because they are the present agency there now, There have been several predecessors to Mr. Smiley.

Q. When did you first have any arrangement in Atlantic, Iowa, in the way of an agency arrangement?

A. I do not remember that.

[fol. 2668] Q. Can you, Mr. Petersen, furnish to counsel for the applicant, by noon tomorrow, bills or delivery receipts rather, for the comparable periods of 1949 and 1950, showing your Omaha billings, your Des Moines billings, and your Chicago billings, to points and places located on U. S. Highway 6?—across the State of Iowa, comparable to the ones—and for the same period as the bills in the year 1951?

Mr. Cohn: We are going to object to producing those bills unless directed to do so by the Examiner for the reason that those bills and any use that would be made of them would not be related to the issues in this proceeding as involving a period remote from the time with which we are concerned in this proceeding, which is one under the provisions of the temporary authority section of the Interstate Commerce Act, which issue is, whether there is motor carrier service capable of meeting a need at the present time in this territory. What may have been the situation two,

three, or 13 years ago, or some other time remote in the past, is certainly not in issue in this proceeding, and those bills, if brought into this proceeding, would add nothing to this record, and would not be material or relevant to the issue to be determined in this proceeding by the Commission.

Exam. Carpenter: I will overrule the objection, and direct the bills be produced as soon as possible.

Mr. Cohn: I don't know whether we could get them in by noon tomorrow, which is a part of the request.

[fol. 2669] Mr. Howland: I don't want to be unreasonable about the time, but I would like to have them before we conclude the hearing.

Mr. Cohn: Are we directed to produce all the representative bills, are we given a time limit, I would like to know?

Exam. Carpenter: Representative bills. I suppose that would be sufficient, from July to August.

Mr. Howland: July 1, to August 15, that is my request.

Mr. Cohn: For what years?

Exam. Carpenter: 1949 and 1950.

Mr. Cohn: I would like to find out from Mr. Petersen.

Exam. Carpenter: Let's go off the record.

(Discussion off the record)

Exam. Carpenter: On the record.

By Mr. Howland:

Q: Mr. Petersen, your financial statement as of June 30, 1951, as embodied in Exhibit 17, is what is commonly referred to as the balance sheet statement, is it not?

Exam. Carpenter: Off the record.

(Discussion off the record)

Exam. Carpenter: On the record.

(Question read)

The Witness: Yes.

By Mr. Howland:

Q. Now, under the asset side you show various items including an item of \$2500 for permits. What is the nature of that item?

[fol. 2670] A. That is the value we have placed on our operating authority.

Q. Was that acquisition cost of permits, that you acquired from someone else?

A. That is all it is, is the acquisition cost of one permit.

Q. And when was that permit secured?

A. In November, 1938.

Exam. Carpenter: Is that actually a certificate, instead of a permit?

The Witness: It is a certificate.

By Mr. Howland:

Q. In the item of pre-payments, you show a figure of 13,600 odd. What is included in that item?

A. In that item would be the balance of the licenses to be charged out for the year 1951, tires on hand, pre-payments on the tires that are not charged out in the operation.

Q. Anything other than those items?

A. There could be, but I am not familiar with it.

Q. It doesn't represent a cash item which will be collected in the normal course of your business?

A. No, I don't think so.

Q. All right. Now, I notice at the bottom you have a figure of \$23,764.76 listed as drafts outstanding. What is the general nature of such item?

A. That is drafts drawn by the Braniff offices on the local bank.

Q. Those are items which represent when advances which will have to be made by third parties when those drafts reach the bank?

[fol. 2671] A. When the drafts reach the bank we issue our check to pick up the drafts.

Q. Well, you have 23,764 dollars in drafts, and you have \$3250.67 of cash on hand. I take it some arrangement would have to be made to have those drafts honored and credit provided for your continued operations?

A. They will honor them.

Q. I am not questioning that, but what I mean is, they, in fact, represent debts or debits for which a credit must necessarily be arranged?

A. That could be.

Q. Yes.

All right, now on your notes payable of \$54,500, does that represent equipment, conditional sale purchases, or is it just for money borrowed?

A. It is covered by all conditional sales purchases on equipment.

Q. It comprises entirely that?

A. Money owed on equipment.

Q. And accounts payable are the—does that include both supplies and interline accounts payable?

A. Yes. It is a current interline accounts, and current money accounts.

Q. Does the item of accounts receivable in your asset figure of \$65,920 include both interline accounts receivable and customers' accounts receivable?

A. That is right.

Q. I notice this statement is not set up on the basis of [fol. 2672] your current assets and current liabilities. That is true, is it not? You know what I mean by your current assets and your current liabilities in accounting, don't you?

A. I don't believe I do.

Q. Well, on your liabilities here, are the accounts payable, notes payable, and drafts outstanding, all due within one year or less?

A. No.

Q. Over what period of time are the items due and payable?

A. We probably have some conditional contracts on tractors that would run anywhere from 18 to 24 months yet for payments.

Q. About what proportion of your notes payable would represent liabilities due in more than one year?

A. I couldn't say definitely.

Q. I notice you have no figure in either Exhibit 17 or 18 in the way of a reserve for income tax payments. Do you ordinarily carry a reserve for such purposes in your business?

A. No.

Q. There is no such reserve set up in the figure of pre-payments?

A. No.

Q. What is included in the item of \$4900 of special deposits in the assets?

A. They are deposits put up on insurance policies, such as the liability and property damage, cargo, workmen's compensation insurance.

Q. Mr. Howland: That is all the cross examination I have, if the Examiner please.

[fol. 2673] Exam. Carpenter: Redirect, Mr. Cohn?

Redirect examination.

By Mr. Cohn:

Q. Mr. Petersen, on cross examination you made reference to the use of travel orders in connection with operations of motor vehicle equipment to and from points in the State of Iowa. Can you explain what a travel order is?

A. Travel order is an order issued by the Iowa State Commerce Commission costing \$5, and it gives a truck authority to pass through the State within 24 hours—or pass into the State or through it in 24 hours.

Q. Is that issued in lieu of compensation tax plates or payments?

A. That is right.

Q. Then all of the motor vehicle equipment which your company operates in the State of Iowa is either covered by the compensation tax or the travel orders?

A. Yes.

Q. Just one other question. In reference to the financial statement, which is Exhibit 17, the item of accounts receivable of \$65,920, as appears thereon, is that made up of accounts which are presently due and owing and collectible?

A. Yes.

Q. For the most part, is that correct?

A. Yes.

Q. That would be the usual accounts which are due within seven days after billing?

A. Yes.

Mr. Cohn: I believe that is all I have.

[fol. 2674] Exam. Carpenter: Any recross?

Recross examination.

By Mr. Howland:

Q. What period of time do you extend credit to customers on freight charges?

A. Approximately seven days.

Q. Most of your freight charges are collected on delivery?

A. A certain per cent of them.

Q. Well, could you tell us about how much you customarily collect on delivery, or how much involves an extension of credit?

A. I cannot.

Mr. Howland: That is all I have.

Mr. Nolan: At this time I want to make a statement for the record, on the claimed authority of the Iowa-Nebraska Transportation Company to serve the points intermediate between Davenport, Iowa, and Omaha, Nebraska, including Davenport, Iowa, by, at this time, moving to strike all the testimony of the witness, Mr. Petersen, in relation to the service alleged and claimed to be being performed by the Iowa-Nebraska Transportation Company to the intermediate points between Davenport, Iowa, and Omaha, Nebraska, including Davenport, Iowa, for the reason that under the certificate presently held by the Iowa-Nebraska Transportation Company, Inc., the same appearing as certificate of public convenience and necessity No. MC-47619, issued by the Interstate Commerce Commission under date of July 11, 1949, that the Iowa-Nebraska Transportation Company does not have, hold, or possess, authority to perform a service in interstate or foreign commerce to or from the intermediate points on U. S. High-
[fol. 2675] way No. 6 between Davenport, Iowa, and Omaha, Nebraska, including the point of Davenport, Iowa, in that under said certificate there are three routes specified on sheet 1 of said certificate between Chicago, Illinois, and Omaha, Nebraska, briefly referred to as route No. 1 over

U. S. Highway No. 30, route No. 2, over U. S. Highway No. 6, and Route No. 3, over U. S. Highway No. 6, to Iowa City, Iowa, then over U. S. Highway No. 218 to Mt. Pleasant, Iowa, and thence over U. S. Highway No. 34 to Council Bluffs and Omaha, Nebraska, with return over said routes, with the specific service being authorized from the off-route point of Joliet, Illinois restricted to pick-up only wall-paper and steel wire at said point of Joliet, Illinois, there being no reference or provision in relation to the aforesaid routes between Chicago and Omaha, Nebraska, of any authority to serve any intermediate points between Chicago, Illinois and Omaha, Nebraska, on the aforesaid three specified routes except the off-route point of Joliet, Illinois, which service is restricted to the picking up only of wall-paper and steel wire.

Further, in connection with this motion to strike the testimony of the witness, Petersen, as above referred to, the attention of the Examiner and Commission is called to the further routes set forth in said certificate as follows:

The route between Cedar Rapids, Iowa, and Iowa City, Iowa, followed by Highway designation for such route.

The further route between Marengo, Iowa, and Belle Plaine, Iowa, followed by the specification of Highway designations for such route.

[fol. 2676] Further, the specified route between Marshalltown, Iowa, and Des Moines, Iowa, followed by a specified designation of the route between said points, with the provision, under the aforesaid routes of between Cedar Rapids, Iowa, and Iowa City, Iowa, Marengo, Iowa to Belle Plaine, Iowa, and Marshalltown, Iowa, to Des Moines, Iowa, there is the provision that service is authorized to and from all intermediate points in Iowa.

The attention of the Examiner and the Commission is further directed to the separate route on said certificate appearing on page 2 of said certificate between Avoca, Iowa and Des Moines, Iowa, with the specified designation of the Highway between said points following said specific route, or between Avoca, Iowa and Des Moines, Iowa, and followed by the provision, "Service is authorized to and from all intermediate points."

It is the position of the interveners represented by me, in support of said application, that the authorization of service to and from all intermediate points in Iowa, appearing on Sheet 2 of said certificate, applies solely and only to the points intermediate on the routes specified and set out on said Sheet 2, to-wit, between Cedar Rapids, Iowa, and Iowa City, Iowa—Marengo, Iowa, and Belle Plaine, Iowa, and Marshalltown, Iowa and Des Moines, Iowa.

Mr. Cohn: That will be sheets 1 and 2?

Mr. Nolan: Two, on the official copy.

It is further the position of the interveners represented by me that any service authorized under the provision, "Service is authorized to and from all intermediate points", [fol. 2677] appearing on Sheet No. 2, and following the specified and designated route of "between Avoca, Iowa, and Des Moines, Iowa", followed by the specification of the designated route between said points, applies solely and only to service and the authorization of service to and from all intermediate points between Avoca, Iowa, and Des Moines, Iowa.

That, under the undisputed, clear, and unambiguous terms and provisions of the aforesaid certificate issued to and held by the Iowa-Nebraska Transportation Company, Inc., the Iowa-Nebraska Transportation Company, Inc. does not hold or possess any authority, right or power to perform to or from; service in interstate commerce by motor vehicle for the transportation of general commodities, to and from the intermediate points between Davenport, Iowa, and Omaha, Nebraska, including the point of Davenport, Iowa, over U. S. Highway No. 6 or any other Highway route or road.

Exam. Carpenter: What do you say, Mr. Cohn?

Mr. Howland: We join in the objection and statement of counsel for the intervener.

Exam. Carpenter: You join in the motion, I believe?

Mr. Howland: Join in the motion, thank you.

Mr. Cohn: If the Examiner please, we have previously stated the position of the intervener, Iowa-Nebraska Transportation Company with reference to the authority authorized under exhibit 16, and we wish for the record to show that the records of the Interstate Commerce Com-

mission of the service performed by the Iowa-Nebraska Transportation Company and its predecessor in interest, [fol. 2678] and the certificate itself, Exhibit 16, will indicate that the service that is being performed and testified to by the President of the company is properly being performed and authorized by authority of this Commission and the provisions of Part 2 of the Interstate Commerce Act.

I would further desire to point out at this time, though, it would appear that the appropriate proceeding in which the question would be raised would be in a complaint, investigation, or interpretation proceeding, that the certificate itself provides for certain alternate highway routings over regular routes between Chicago, Illinois and Omaha, Nebraska, which would clearly indicate, in our opinion, an intent that the service be performed in connection with the various alternate routings that are provided between Chicago, Illinois and Omaha, Nebraska as well as the intermediate points shown in the certificate.

I would further like to point out at this time, on Sheet 3 of the certificate, in connection with a route from Avoca, Harlan, and Exira, Iowa, to Chicago, Illinois, over specified regular and irregular routes, that there is a provision specifically negating the right to perform service to or from intermediate points, which I quote, "Service is not authorized to or from intermediate points."

Such negation of authority to serve intermediate points is not found in connection with the regular route authority granted on Sheets 1 and 2 between Chicago, Illinois and Omaha, Nebraska.

It is further pointed out that the provision on Sheet No. [fol. 2679] 2, which I quote, "Service is authorized to and from all intermediate points in Iowa.", appears after the route descriptions and point descriptions following a listing of the general commodity authority, with the usual common carrier exceptions, contained on Sheet 1. Under our interpretation that modifies service performed with respect to the classification of commodities as shown on Sheet 1.

It is further pointed out, in support of the last point made, with respect to the relationship of the provision permitting service to and from all intermediate points, that

the next classification of commodities shown is packing house products and fresh meat, and the portion of the certificate dealing with general commodities, which precedes the packing house products and fresh meat classification must be read as a distinct and complete section of the certificate.

Exam. Carpenter: The motion is overruled.

Mr. Howland: There is one question I would like to ask Mr. Petersen, before he is excused today.

Recross examination (Cont.).

By Mr. Howland:

Q. Mr. Petersen, does Iowa-Nebraska Transportation Company, Inc., have any Iowa intrastate rights to transport shipments on Highway 6, or any combination with that, including Highway 83 and 64?

A. They do not have.

[fol. 2680] BIRNEY BAKER, President of Des Moines Transportation Co., (R. 1315-1324), testified:

Cross examination.

By Mr. Nolan:

Q. Mr. Baker, I believe you stated that your company started in 1931?

A. Yes, sir.

Q. Have you been associated with the company since that time?

A. I have, except I was in the service a little over two years. I was still with the company.

Q. I mean you have been associated and conversant with the operation of the company throughout that period?

A. Yes, sir.

Q. Your company has shown a constant growth, has it not?

A. It has.

Q. That has been true in a progressive way, year after

year, so that today you are hauling more freight and engaging more people as employees and using more equipment than you did five years ago, or four years ago?

A. That is very true.

Q. Or three years ago?

A. That is right.

Q. Throughout that period of time, particularly since the Rock Island Motor Transit Company acquired the White Line Motor Freight Company's operating authority, in this area, you have been competitive with the Rock Island Motor Transit Company?

A. That is right.

Q. Now, have you made any investigation to determine [fol. 2681] the volume of traffic moved out of Des Moines by your company in comparison with other companies?

A. In comparison with other companies?

Q. Yes.

A. For what period of time, or to what points, I mean. In and out of Des Moines?

Q. No, freight handled by your company here in Des Moines, in regard to the volume as compared with the volume handled by other carriers?

A. The only way you could do is take their word for how much they were handling. At one time we were called in by the ODT and required to lay our records on the table.

Q. If I should make the statement that for a period from January 29 to February 3, 1951, that your company here in Des Moines in the picking up and delivering of traffic exceeded the combined picking up and delivery of traffic by the Rock Island Railroad and the Rock Island Motor Transit, would you agree with that?

A. In my opinion I think we pick up many times as much freight in Des Moines as the Rock Island Motor Transit. I am not positive, I only think so, in seeing their trucks and seeing our trucks, knowing how many we run.

Q. Yes. Then if I made the statement to you that during that period, from January 29, to February 3, 1951, that your company picked up and delivered approximately twice as much freight in Des Moines as the Rock Island Motor Transit and more than the Rock Island Motor Transit and the Rock Island Railroad combined, would you disagree [fol. 2682] with that statement?

A. I don't know how much the Rock Island Railroad—I have no way of knowing how much freight the Rock Island Railroad picked up, because the Rock Island Railroad might have a whole string of cars parked down there, and I don't know what is on them.

Q. But you agree with the fact, you do pick up many more times freight and deliver many more times freight in Des Moines, than the Rock Island Motor Transit?

A. The number of trucks I see operating, I think we do.

Q. Then, Mr. Baker—

A. Might I ask one further question? You have given me some specific dates.

Q. Yes.

A. What days did it include, is there a Sunday in there, January 29 to February 3, I think you said.

Q. I don't know. I say, are you familiar with the survey made in regard to the picking up and delivering of freight for your company, Watson Brothers, Bruce Motor Freight, Burlington Transportation, Bruce Transfer, and the Rock Island Motor Transit at a period, in a period, at the forepart of this year?

A. I wasn't in on that particular survey.

Q. But you know there was one?

A. There was one made. I do not know the circumstances of it, and I could not be familiar. I can get you the figures on it, if you want them.

Q. Well, I have them right here.

[fol. 2683] A. All right.

Q. Now, then, Mr. Baker, from your own statement here that your company has constantly grown throughout the period since the time that the Rock Island Motor Transit started in business here in and out of Des Moines, and in this Iowa, territory, that you handle many times more freight according to your own observations than the Rock Island Motor Transit does in this territory, and particularly in Des Moines, then there is no contention on your part that the Rock Island Motor Transit Company is monopolizing this traffic for freight, is there?

A. Not monopolizing it, as far as I am concerned. We do handle points which we serve in Iowa, which we have both inter- and intrastate, we have many times more freight than we do to the points along Highway 6 where they have the interstate rights.

Q. Well, naturally, but the answer is that they haven't created a monopoly so far as you are concerned?

A. They certainly haven't. That is very evident.

Q. Now, you have a territory where you have both the intra- and interstate rights?

A. That is right.

Q. But that is not along U. S. Highway No. 6?

A. No.

Q. Isn't that right?

A. That is right. That is Highway 30, and Mason City.

Q. And where you have both the intra- and interstate rights, your company attempts to serve all points?

[fol. 2684] A. We do serve all points.

Q. And you have volume there by reason of having both the intra- and interstate traffic sufficient to give a reasonably adequate service to all points?

A. We certainly do.

Q. Now, you have no intrastate authority along U. S. Highway No. 6?

A. We do not.

Q. Involved in this proceedings, isn't that correct?

A. We do not have any?

Q. As I understand your authority, so we will get it definitely in the record, you have authority to operate between Chicago, Illinois, and Des Moines, Iowa, over U. S. Highway No. 34 to Junction, Illinois, Highway 65, thence over Illinois Highway 65 to Aurora, Illinois, thence over Illinois Highway 31, to Junction U. S. Highway 34, thence over U. S. Highway 34 to Illinois Highway 92, and thence over Illinois Highway 92, to Moline, Illinois, thence over U. S. Highway No. 6 to Iowa City, thence over U. S. Highway No. 218 to Cedar Rapids, thence over U. S. Highway No. 30 to Ames, and thence over U. S. Highway No. 69 to Des Moines.

Q. You also have a route between Chicago and Iowa City, and also from Iowa City-Des Moines, over U. S. Highway No. 6, isn't that right?

A. That is right.

Q. And a return to Chicago over either one of the routes I described?

A. That is right.

[fol. 2685] Q. The only intermediate or off-route points you serve on U. S. Highway No. 6 involved in this proceedings, are Davenport, Iowa City, Newton, Marengo, Grinnell, and Kellogg, isn't that true?

A. That is correct. That Davenport area towns, which are not included.

Q. That is the commercial zone of Davenport, or the Tri-City commercial zone?

A. That is correct.

Mr. Cohn: That is east of Des Moines.

The Witness: That is east of Des Moines, that is what he is talking about.

By Mr. Nolan:

Q. Now between Omaha and Des Moines, you have authority to operate over U. S. Highway No. 6?

A. That is right.

Q. The only intermediate points between Des Moines and Omaha, on U. S. Highway No. 6, involved in this proceedings, to which your company is authorized to serve, are Council Bluffs and Atlantic?

A. And Adel.

Q. Adel isn't in this proceeding, it is not a point on the Rock Island Railroad.

Q. So then of the 49 points involved in this proceedings along and continuous to U. S. Highway No. 6, between Davenport and Omaha, Nebraska, your Company is authorized to serve only approximately 9 of those points, which would be Iowa City, Newton, Marengo, Grinnell, Kellogg, Des Moines, Atlantic, and Council Bluffs.

[fol. 2686] Mr. Cohn: And Davenport.

The Witness: And Davenport.

By Mr. Nolan:

Q. And Davenport. Well, then, that would make it 50 points.

Mr. Cohn: That includes Omaha.

By Mr. Nolan:

Q. Mr. Baker, are you able to give us a breakdown of the ratio of truckload business handled by your company as compared to the total tonnage handled by your company?

A. Yes, sir.

Q. What would you say the truckload volume, or percentage of your company's business would be in ratio to your total tonnage?

A. About 55 per cent of our business is truckload business.

Q. Now in reference to these shipments as shown on Exhibit No. 10, which show that there were some isolated shipments handled by the Rock Island Motor Transit which were originally routed over your Company's line to points which your company has authority to serve, you say that that no doubt was brought about by some confusion or mishandling by the connecting carrier there in Chicago, is that right?

A. I think that is very true.

Q. You have had that same experience?

A. Many times each day.

Q. Of course, where there is any volume, and for an extended period of time—of course that wouldn't necessarily be a misdirection or mishandling, would it?

[fol. 2687] A. It might be an argument between the two companies.

The local company might not have had their interline account settled, and we would have demanded cash when they came down to our place of merchandise. It might have been for some other reason. Maybe the cartage man might have drove past our place and it was busy, and he drove on to the next place, thinking he would get back, and he didn't get back.

Q. I don't think you paid any attention to my question.

Examiner Carpenter: Read the question.

(Question read.)

By Mr. Nolan:

Q. The point I am trying to make is this, Mr. Baker. According to Exhibit No. 10, there are only a few shipments originally routed over your company's line and tendered to and handled by the Rock Island Motor Transit, whereas for other carriers, such as Western, McCoy, Watson, Bos, Ringsby, there appears to be a rather extensive turning over of shipments originally routed over their line and turned over to the Rock Island Motor Transit.

Now if that condition prevailed, evidently the carrier who had been designated as the delivering carrier either did not perform the service, and refused to take the shipment, or else the connecting line carrier and that carrier were having difficulty over some settlement or dispute, is that right?

A. That is very likely correct.

Q. You were asked the question that if any of the existing carriers' service was curtailed or discontinued, if you would be able and glad to handle the traffic presently [fol. 2688] handled by such carrier. I assume that you had in mind, and had consulted with your counsel, that you had reference to the Rock Island Motor Transit Company?

A. Any other carrier or line that was curtailed in handling freight in our territory, we would certainly be glad to handle it.

Q. Now, Mr. Baker, it isn't your policy, is it, to make your success, and build your business upon the demise of somebody else?

A. It hasn't been.

[fol. 2689] FRED MILLETT, Ass't Traffic Agent for Rock Island Motor Transit Company. (R. 1338-1348), testified:

By Mr. Nolan:

Q. You are the same Mr. Fred Millett that was on the witness stand previously in this proceeding, are you not?

A. Yes, sir.

Q. You are the assistant traffic agent for the Rock Island Motor Transit Company?

A. That is correct.

Q. At our request did you examine the freight bills or delivery receipts tendered by Mr. Petersen of the Iowa-Nebraska Transportation Company, showing shipments handled by his company—first, originating at Chicago, into the territory involved in this case, which freight bills and delivery receipts cover the period of time from July 1 to and including August 15, 1951?

A. I did.

Q. And did you make a tabulation of those freight bills or delivery receipts for such shipments originating in Chicago?

A. I did.

Q. For destination to the points in Iowa involved in this case?

A. I did.

Q. And will you read and state into the record, starting with the town of Bettendorf, Iowa, and right down the list of all the points involved in this proceedings, and state the name of the town and the number of shipments, if any, that were handled by the Iowa-Nebraska Transportation [fol. 2690] Company, originating at Chicago, either direct or on interline, and handled by the Iowa-Nebraska Transportation Company to destination as shown by said freight bills?

A. Bettendorf, one. Davenport, 85. Walcott and Stockton, none. Durant, twelve. Wilton Junction, three. Moscow, none. Atalissa, one. West Liberty, none. Iowa City, 101. Cedar Rapids, none. Coralville, four. Tiffin, Oxford, Homestead and So. Amana, none. Marengo, seven. Ladora, one. Victor, none. Brooklyn, ten. Grinnell, 16. Kellogg, none. Newton, 52. Colfax, two. Mitchellville, six. Altoona, one. Des Moines, two. Dexter, one. Stuart, two. Menlo, one. Casey, two. Adair, five. Anita, one. Wiota, none. Atlantic, 48. Lewis, none. Oakland, nine. Council Bluffs, 29. Omaha, none. Muscatine, none. Marne, one. Walnut, two. Avoca, 14. Corley, none. Harlan, sixty-eight. Shelby, none. Hancock, none. Minden, none. Nelo, three. Underwood and Weston, none, and none to the rest of the points.

Q. Name them.

A. Audubon, Hamlin, Exira, Brayton, Griswold, Carson, Traynor, Kalona, and Wellman, none.

Examiner Carpenter: And the delivery receipts referred to cover a period from July 2 to August 15, is that right?

The Witness: That is right.

By Mr. Nolan:

Q. And that covered the shipments handled from Chicago by the Iowa-Nebraska Transportation Company during that period.

[fol. 2691] Now, Mr. Millett, did you at our request, examine the freight bills tendered by the Iowa-Nebraska Transportation Company covering shipments originating at Des Moines or transferred by interline carriers at Des Moines?

A. I did.

Q. To the Iowa-Nebraska Transportation Company for delivery to points on or picked up from points on the routes involved in this case?

A. I did.

Q. For what period of time did those bills cover?

A. July 2 to August 15, 1951.

Q. And did you make a tabulation of those bills?

A. I did.

Q. And that showed either shipments delivered to destination or shipments picked up at some points along the route involved here, is that right?

A. It showed a tabulation of 269 shipments, 206 of them were delivered to them at Des Moines by Watson Brothers.

Q. Delivered to who?

A. Iowa-Nebraska. And 35 by Brady.

Q. And were those to points to which Brady and Watson Brothers had authority to serve?

A. Yes, they were.

Q. How many shipments altogether did you examine on those freight bills?

A. I checked 269—241 of them were from a connecting line.

[fol. 2692] Q. By either Watson Brothers or Brady?

A. That is right.

Q. To points to which Watson Brothers or Brady had rights to serve, is that right?

A. That is right.

Q. Will you give us the names of the towns, and the number of shipments handled by the Iowa-Nebraska Transportation Company, which shipments originated on the Iowa-Nebraska Transportation Company's line at Des Moines, during the period covered by those bills, the same being from July 2, 1951, to and including August 15, 1951.

A. I can. Do you want me to read the whole list, or just the ones listed here?

Q. No, because we want them in the record.

Mr. Cohn: If he lists those that are on there, then we understand the other points have no shipments, is that right?

The Witness: That is what I was wondering.

By Mr. Nolan:

Q. Let's have the record complete on that. Now the towns which we are referring to are the same list of towns and points which you previously named in respect to shipments originating at Chicago on the line of the Iowa-Nebraska Transportation Company?

A. That is right.

Q. And points to which the Rock Island Motor Transit serves in this case?

A. That is right.

Q. All right, Now will you name the towns that you [fol. 2693] found shipments handled by the Iowa-Nebraska Transportation Company, during that time?

A. West Liberty, one.

Mr. Rice: May I interrupt to ask a question here?

Exam. Carpenter: Yes, sir.

Mr. Rice: Where do these shipments originate?

Mr. Nolan: At Des Moines.

Mr. Rice: Thank you.

The Witness: Marengo, 14, Ladora, 3, Brooklyn, 8. Grinnell, 68. Kellogg, three. Newton, 29. Colfax, 21. Mitchellville, 55. Altoona, 5. Dexter, 10. Stuart, 14. Menlo, 3. Casey, 12. Adair, 11. Anita, 6. Wiota, 1. Atlantic, 1. Avoca, 4.

By Mr. Nolan:

Q. Do I understand, of the remaining points, there being 50, altogether, that there were no shipments to any of the points except those that you named and the number of shipments to those points?

A. That is right.

Q. Now did you make a similar investigation of the freight bills tendered by the Iowa-Nebraska Transportation Company for shipments originating at Omaha for destination to the points involved in this proceedings, the said points being the same as you enumerated by name in connection with the Iowa-Nebraska Transportation Company's operations from Chicago?

A. Yes.

Q. And what period of time did those freight bills cover?

A. From Chicago to points——

[fol. 2694] Q. No, Omaha. For what period of time did that cover?

A. July 2, through August 1.

Q. Will you state now, what your investigation revealed as to the points to which shipments moved during that period of time, according to those freight bills, by the Iowa-Nebraska Transportation Company, and the number of shipments to such points?

A. The same list of towns was checked with the following results: The towns not named, there were no shipments. Davenport, 2. Iowa City, 4. Grinnell, 3. Des Moines, 2. Dexter, 5. Stuart, 23. Menlo, 4. Casey, 20. Adair, 33. Anita, 45. Wiaeta, 4. Atlantic, 143. Oakland, 211. Walnut, 54. Avoca, 150. Corley, 1. Harlan, 129. Minden, 3. Neola, 10.

Q. Then on the remaining 50 points, there were no shipments except the points that you named, and the number of those shipments, is that right?

A. That is right.

Mr. Nolan: That is all.

Exam. Carpenter: Cross examine, Mr. Cohn.

Cross examination.

By Mr. Cohn:

Q. In your inspection of the bills, Mr. Millett, did you ascertain whether the bills were the actual delivery receipts of the Iowa-Nebraska Transportation Company?

A. No, I didn't, unless I would check their actual delivery [fol. 2695] receipts, what they call their delivery receipts. These were the bills submitted.

Q. Don't the documents show actual signatures of the consignees on them which would be considered as delivery receipts, isn't that correct?

A. I would say so.

Q. They indicate the actual deliveries were made by the Iowa-Nebraska Company, of the shipments to which you have referred, to these various communities.

A. They do, but they didn't show dates.

Q. But I say, they do show actual delivery, do they not?

A. Not date of delivery.

Q. Yes, but not date of delivery. Is that the answer? Will you read the last answer?

Examiner Carpenter: Is that your answer, yes, not date of delivery?

The Witness: Yes.

By Mr. Cohn:

Q. In your investigation, did you determine whether the shipments covered embraced the general list of commodities?

A. They were general commodities.

Q. And as to the weight of the shipments, that many of them were very small shipments of less than 100 pounds, or what we call minimum shipments?

A. I didn't pay any attention to the weights.

Mr. Cohn: That is all.

Exam. Carpenter: Redirect?

[fol. 2696] Redirect examination.

By Mr. Nolan:

Q. Mr. Millett, there wasn't anything to indicate when the shipments were delivered by the Iowa-Nebraska Transportation Company, was there, by any of the freight bills, or delivery receipts?

A. No.

Q. You couldn't tell whether they were all delivered on one day, or whether they were delivered on consecutive days, isn't that true?

A. That is right.

Mr. Nolan: That is all.

Exam. Carpenter: Any recross?

Mr. Cohn: Nothing further.

Exam. Carpenter: You are excused.

(Witness excused.)

Mr. Nolan: The Interveners represented by me, the same being designated as the specified shippers and employees of the Rock Island Motor Transit Company, hereby offer to prove by the custodian, and person in charge of the official records of the Iowa State Commerce Commission, the fact that during the year 1939 the Iowa-Nebraska Transportation Company paid to the State of Iowa through the offices of the Iowa State Commerce Commission, the sum of \$1,113.87 for the entire year of 1939 under the ton-mile tax law of the State of Iowa, said law imposing a tax of one-quarter of a cent per ton mile on the gross load of vehicles used and operated upon the highways of the state of Iowa in regular route operation for the transportation of freight [fol. 2697] both in the interstate and intrastate commerce. The gross load, or weight of the vehicle, including the weight of the vehicle and the cargo carried thereon, and said interveners propose to further show that by computation of said tax upon the physical operations of any motor carrier engaged within the purview and provisions of said ton-mile tax law, that for a vehicle having a gross weight of 40 thousand pounds, including both weight of the vehicle and load and cargo carried thereon, that the tax would be

approximately—or would be 5 cents per mile, and that for a vehicle operating across the state of Iowa a distance of at least 300 miles, which was so engaged, that the tax would be at least 15 dollars on such a physical operation, and that the tax paid by the Iowa-Nebraska Transportation Company would not have covered more than 80 operations across the state of Iowa by one vehicle in one direction during the year 1939 in accordance with the tax reported and paid by the Iowa-Nebraska Transportation Company for said year. The purpose of this evidence being to rebut the testimony of the witness, Mr. Petersen of the Iowa-Nebraska Transportation Company wherein he testified. He has been with the Iowa-Nebraska Transportation Company in a representative and executive capacity since the year 1938, and that the present operations of his company in regard to engaging in regular transportation in interstate commerce across the state of Iowa are a continuation of the operations conducted by his company since 1938, and insofar as the present route, or route under consideration in this proceeding is concerned, that the operations of his [fol. 2698] company today are approximately and substantially the same as they were in 1938.

Examiner Carpenter: Off the record.

(Discussion off the record.)

Exam. Carpenter: On the record.

Mr. Cohn: We object to the tender and offer to prove as being irrelevant and immaterial for any purpose in this proceeding for the further reason that the proposed testimony relates to operations conducted 11 years ago, which is a period far removed and remote from any operations which are properly to be considered as embraced within the issues in this proceeding under Section 210 (a) of part 2 of the Interstate Commerce Act. That the issue in this case is the ability of present existing motor carriers, such as Iowa-Nebraska Transportation Company to perform service at this time to points and places in the territory involved in the proceeding, and what may or may not have been the operations conducted during the year 1938 or 1939 or any other years far removed from the present time are not properly to be considered in this proceeding.

Mr. Houston: I join in the objection.

Mr. Rice: I join in the objection. May I say something off the record.

Exam. Carpenter: Off the record.

(Discussion off the record.)

Exam. Carpenter: On the record.

[fol. 2699] Mr. Nolan: In connection with the aforesaid tender and offer to prove, the said Interveners propose to show that 1939 was the last year that the ton-mile tax was in force and in effect in the State of Iowa, that said ton-mile tax was repealed and succeeded by what is known as a compensation tax, on regular route carriers both in interstate and intrastate commerce in the State of Iowa, using regular routes.

Exam. Carpenter: The objection is sustained.

[fol. 2700]

EXHIBIT No. 56

Received in evidence as a late filed exhibit
T. K. Carpenter, Examiner
6-12-52

Pages 2276 & 2277 of transcript

STATEMENT OF INTERCITY TONNAGE HANDLED, TRUCK
LOAD AND LESS TRUCK LOAD, BY MOTOR CARRIERS LISTED
DURING YEARS INDICATED AS REPORTED IN THE ANNUAL
REPORTS OF THOSE CARRIERS

		<u>Bruce Motor Freight</u>	<u>Des Moines Transportation Company</u>	<u>Bos Truck Lines</u>	<u>Iowa-Nebr. Transportation Company</u>
1941	TL	Not	Net	Not	Not
	LTL	Available	Available	Available	Available
1942	TL	"	"	"	"
	LTL				
1943	TL	"	"	"	"
	LTL				
1944	TL	"	"	"	12,337
	LTL				3,084
1945	TL	"	"	"	15,037
	LTL				3,759
1946	TL	"	26,225	"	18,647
	LTL	"	23,655	"	4,662
1947	TL	10,664	41,493	"	24,381
	LTL	41,871	46,653		6,095
1948	TL	12,691	79,144	13,020	Not
	LTL	44,326	45,219	24,180	Available
1949	TL	15,959	60,305	11,827	"
	LTL	42,142	74,150	27,290	"
1950	TL	22,549	86,183	33,332	"
	LTL	52,627	92,357	30,065	"
1951	TL	25,678	94,448	36,436	"
	LTL	55,071	87,778	31,682	"

NOTE: In some instances total tonnage listed in these categories did not agree with intercity tonnage reported. Figures listed here are copied from annual reports as filed.

Received in evidence as a late filed exhibit

T. K. Carpenter Examiner

6-12-52

Pages 2276 & 2277 of transcript

STATEMENT OF INTERCITY TONNAGE HANDLED BY MOTOR
CARRIERS LISTED DURING YEARS INDICATED AS
REPORTED IN THE ANNUAL REPORTS OF THOSE CARRIERS

	<i>Bruce Motor Freight</i>	<i>Des Moines Transportation Company</i>	<i>Bos Truck Lines</i>	<i>Iowa-Nebr. Transportation Company</i>
1941	25,822	41,907	33,612	20,535
1942	29,874	45,587	31,607	16,031
1943	36,033	59,369	35,250	17,236
1944	47,453	49,871	34,049	15,421
1945	48,477	51,452	31,807	18,796
1946	47,273	58,178	38,524	23,309
1947	52,535	88,146	46,262	30,476
1948	57,042	124,363	45,880	33,891
1949	58,102	134,455	51,851	32,435
1950	75,176	178,540	63,397	43,678
1951	80,749	182,226	68,118	46,712

STATEMENT OF GROSS INTERCITY REVENUES EARNED BY
MOTOR CARRIERS LISTED DURING YEARS INDICATED AS
REPORTED IN THE ANNUAL REPORTS OF THOSE CARRIERS

	<i>Bruce Motor Freight</i>	<i>Des Moines Transportation Company</i>	<i>Bos Truck Lines</i>	<i>Iowa-Nebr. Transportation Company</i>
1941	\$ 331,964	\$ 385,726	\$ 292,583	\$ 332,207
1942	361,077	439,433	287,560	278,564
1943	358,061	501,989	330,960	271,848
1944	409,031	489,126	326,700	230,980
1945	470,038	501,961	338,862	293,394
1946	619,638	587,660	434,432	352,342
1947	899,112	1,038,830	591,523	566,422
1948	1,095,909	1,736,622	690,491	776,463
1949	1,131,795	1,869,596	757,796	731,029
1950	1,470,284	2,456,632	920,833	934,643
1951	1,689,017	2,730,139	1,083,434	1,013,030

Whole dollars reported

[fol. 2702]

EXHIBIT No. 58

*Received in evidence as a late filed exhibit
T. K. Carpenter Examiner*

6-12-52

Pages 2276 & 2277 of transcript

STATEMENT OF AVERAGE LOAD REPORTED IN ANNUAL
REPORTS OF MOTOR CARRIERS LISTED
FOR YEARS INDICATED

	<u>Bruce Motor Freight</u>	<u>Des Moines Transportation Company</u>	<u>Bos Truck Lines</u>	<u>Iowa-Nebr. Transportation Company</u>
1941				
1942				
1943	7.43	10.03	8.02	20.42
1944	8.63	9.69	8.425	10.03
1945	11.75	9.41	8.258	10.86
1946	8.08	11.17	8.204	12.58
1947	8.81	11.95	8.626	12.55
1948	9.27	10.81	10.662	12.66
1949	9.23	10.86	10.75	11.88
1950	10.16	12.11	10.95	13.35
1951	10.45	12.75	11.0	14.27

STATEMENT OF AVERAGE HAUL REPORTED IN ANNUAL
REPORTS OF MOTOR CARRIERS LISTED
FOR YEARS INDICATED

	<u>Bruce Motor Freight</u>	<u>Des Moines Transportation Company</u>	<u>Bos Truck Lines</u>	<u>Iowa-Nebr. Transportation Company</u>
1941				
1942				
1943	294	291.7	256	1649
1944	280.5	323.6	251	824
1945	366	317.8	254	824
1946	277	319.6	253	824
1947	325	319.3	253	824
1948	349	282.12	306	860
1949	362	287	280	812
1950	366	299.76	313.6	837.3
1951	375	325.57	328.4	797.1